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Leslie's

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Adventures in Serbia

By JOHN M. OSKISON

The France Our Soldiers Knew

George Creel's Page

Pictorial Digest of the World's News

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September 17, 1919—The 132d Anniversary of the Adoption of the
Constitution of the United States of America.

LUCKY STRIKE CIGARETTE



IT'S like this. Flavor is the thing that makes your cigarette enjoyable.

All right then: Lucky Strike is the cigarette that gives you flavor. Because it's toasted.

Toasting! Flavor! Think of the appetizing flavor of a slice of fresh buttered toast.

And—it's wonderful how toasting improves Burley tobacco.

Isn't that all plain common sense? Of course. Get the Lucky Strike cigarette for flavor. It's toasted.



Guaranteed by
The American Tobacco Co.
INCORPORATED

—which means that if you don't like LUCKY STRIKE Cigarettes you can get your money back from the dealer.

Immediate Delivery

On account of the war we were unable for several months to meet the ever-increasing demand for Oliver's. Though we strained every effort and worked to capacity we could not keep up with the growing volume of orders. As a result we had to ask the forbearance of thousands of Oliver purchasers in the matter of delivery.

But now the situation is different. With the lifting of war restrictions and increased facilities we can now make immediate deliveries. But we cannot tell for how long. Although our capacity is immense, the demand for Oliver's keeps growing beyond our output. Therefore, it is advisable to order NOW, while we can supply them quickly.



FREE TRIAL

*A Finer Typewriter
at a Fair Price*

Send No Money!

No money in advance. Not a cent! Simply make your request via the coupon below if you want this brand new Oliver Typewriter for five days free trial in your own home or office. Use this Oliver for five days as if it were your own. Type all your letters or any other work with it. Put it to every conceivable test. Compare it with any \$100 typewriter on the market. Compare it for simplicity of construction. For beauty of finish. For ease of operation. For speed. For neatness of work. Then if after 5 days free trial you do not wish to keep the typewriter for any reason whatsoever, simply

send it back to us and you won't be out one cent for the free trial. If, on the other hand, you decide that it is the finest typewriter, and you wish to keep it, then pay us at the easy rate of only \$3 a month. This is the open, free trial offer we make to you on the Oliver to let you see for yourself that if any typewriter is worth \$100 it is this splendid, speedy Oliver No. 9, our latest model and the finest we ever built. Who could make such an offer of free trial and ship without money unless they had absolute confidence in the quality of their product proved by years of experience?

Save \$43

For \$57 you can now obtain the identical Oliver Typewriter formerly priced at \$100. We are able to save you nearly half because of our radically new and economical method of distribution. During the war we learned many lessons. We found that it was unnecessary to have such a vast number of traveling salesmen and so many expensive branch houses throughout the country. We were able to discontinue many other superfluous sales methods. The result is that we can afford to sell at \$57 the very same Oliver formerly priced at \$100.

Mail the Coupon Now

We can make immediate delivery if you act at once. Remember you need not send any money with the coupon. Check the coupon to get the Oliver for five days free trial in your own home. If you decide to keep the typewriter you can pay for it on terms so easy that you won't miss the money—only \$3 a month. If you prefer to have further information before ordering, fill in the coupon for our free catalog. By the coupon you may order the Oliver or the catalog just as you wish. Clip the coupon now and mail at once.

Canaan Price \$72

The Oliver Typewriter Company, 104-C Oliver Typewriter Bldg., Chicago, Ill.

Famous Users of the Oliver

Among the 700,000 purchasers of the Oliver are such distinguished concerns as:

Columbia Graphophone Co.
Baldwin Locomotive Works
National City Bank of N. Y.

Boston Elevated Railways
Hart, Schaffner & Marx
U. S. Steel Corporation

New York Edison Co.
American Bridge Co.
Diamond Match Co.

121 11

THE OLIVER TYPEWRITER COMPANY

104-C Oliver Typewriter Bldg., Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$57 at the rate of \$3 per month. The title to remain in you until fully paid for.

My shipping point is

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

☐ Do not send a machine until I order it. Mail me your book—"The High Cost of Typewriters—The Reason and the Remedy," your deluxe catalog and further information.

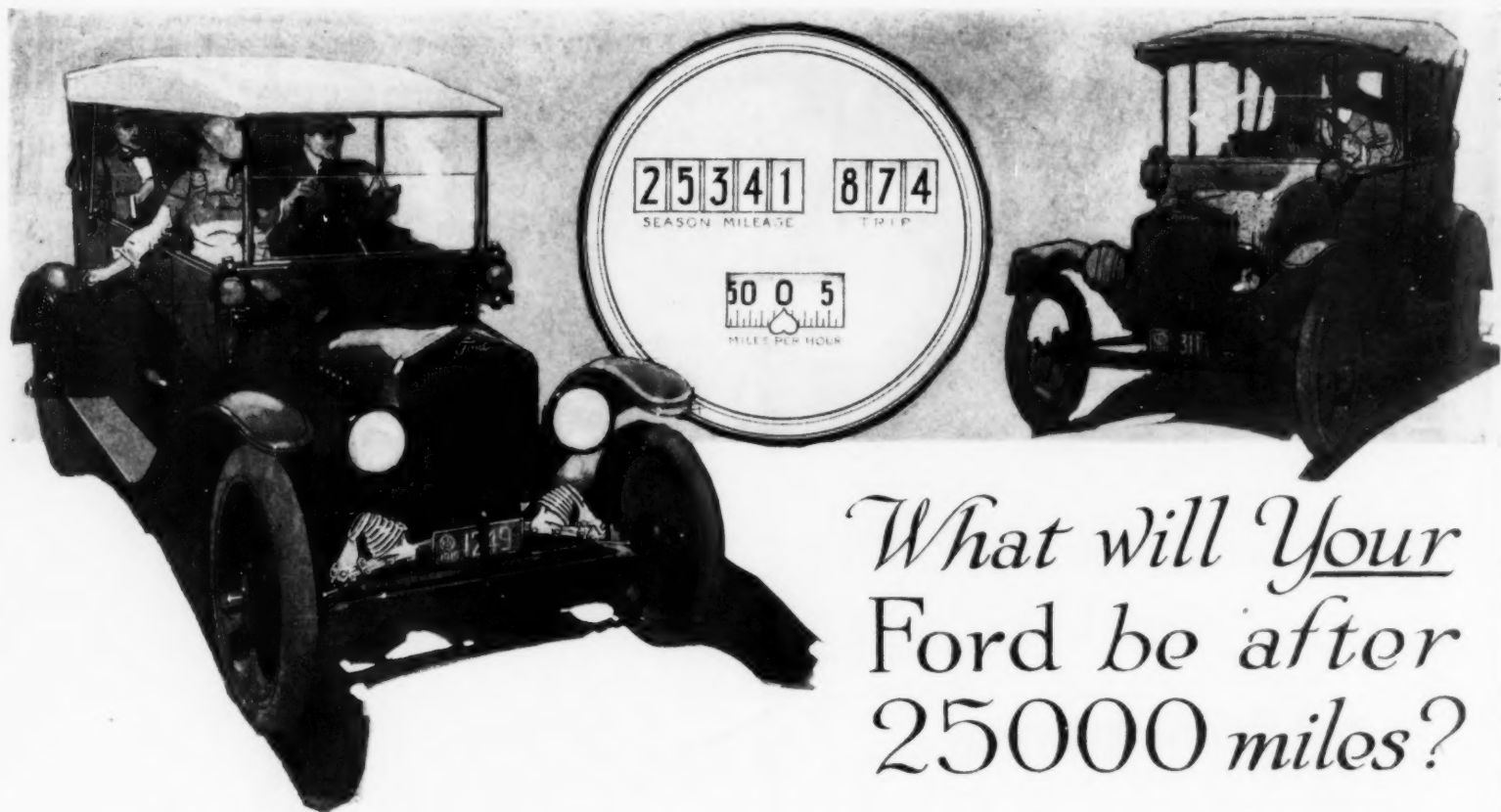
Name

Street Address

City

State

Occupation or Business



What will Your Ford be after 25000 miles?

WILL it be the same good car that it is today? Will it be ready to go when and where you wish to drive it? Will it look well? Will it sell for a fair price, allowing for the service you actually have had?

Right now when your Ford is in good condition is the time to make sure that you do everything in your power to prolong its life of service and the character of service it gives.

You can decrease depreciation thirty per cent; you can reduce up-keep and tire expense thirty per cent; you can make it ride like the highest priced cars; you can make it stand up under 25,000 miles of service and still be ready for 25,000 miles more—

— if you equip it now with Hassler Shock Absorbers.

The cost of Hassler Shock Absorbers is small and they are easily and quickly applied by dealers and garage-men everywhere.

Hassler Shock Absorbers do not require the changing of any parts, or the mutilation of the car in any way. They are sold with a written guaranty that if you do not like them they will be taken off and every cent of your money refunded.

A million sets are in use today—giving perfect satisfaction—prolonging the life of a million Ford Cars—saving millions of dollars for Ford owners.

Look for the Hassler dealer in your town; there should be several. If you don't find Hasslers, write us and we will see that you are supplied quickly.

10-DAY TRIAL OFFER

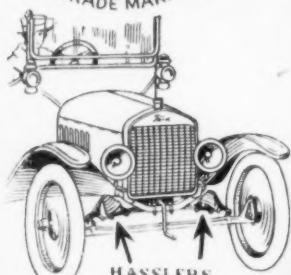
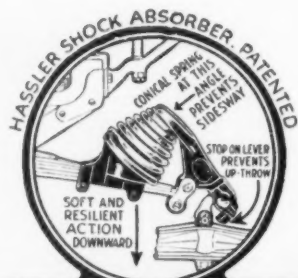
Find out for yourself what Hassler's mean. We do not ask you to risk your money. The Hassler dealer in your vicinity will put them on—let you use them for ten days—and if you are not pleased they will be taken off and your money refunded in full. Write for descriptive folder—name of the nearest dealer and trial order blank.

The Hassler Guarantee: "Absolute Satisfaction or Your Money Back"

ROBERT H. HASSLER, Inc., 1354 Naomi Street, Indianapolis, Ind.

Canadian Factory: Hamilton, Ontario

A Standardized Quality Product—Worth the Price



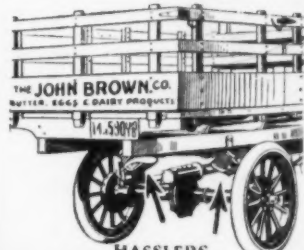
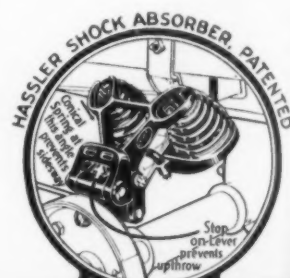
HASSLERS for all Ford Passenger Cars



Shock Absorbers

PATENTED

THE conical springs set at the angle shown prevent sideway and allow for the most resilient downward action. The springs compress on either upward or downward movements do not stretch out of shape—do not allow up-throws. Hasslers last as long as the Ford and make it last.



HASSLERS "DOUBLE OR TWINS" for the Ford One Ton Truck



Leslie's Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

Published by the
LESLIE-JUDGE COMPANY
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ESTABLISHED DECEMBER 15, 1855

CXXIX

SATURDAY, SEPTEMBER 13, 1919

No. 3340

10 CENTS A COPY
\$5.00 A YEAR IN ADVANCE

The Peril of the Situation

PRESIDENT WILSON'S WARNING: *Increases in wages will, moreover, certainly result in still further increasing the costs of production, and therefore the cost of living, and we should only have to go through the same process again. Any substantial increase of wages in leading lines of industry at this time would utterly crush the general campaign which the Government is waging with energy, vigor and substantial hope of success to reduce the high cost of living. And the increases in the cost of transportation which would necessarily result from increases in the wages of railway employees would more certainly and more immediately have that effect than any other enhanced wage costs. Only by keeping the cost of production on its present level, by increasing production and by rigid economy and saving on the part of the people can we hope for large decreases in the burdensome cost of living which now weighs us down.*

—FROM HIS ADDRESS TO THE RAILROAD MEN.

Startling Facts by a Famous Journalist



Dear Friend Schleicher: Thanks for your request, but I have no wish to break into print just now; instead, I think it is high time for some of you fellows with influential publications to begin to make your readers in all parts of the country realize where they are at, and get to work in earnest putting things right. I have just returned from a long trip through the West, taking in eight or ten of the largest cities all the way to the

Pacific Coast, and the further I went on this trip the more amazed I was that such an unsound state of affairs could be allowed to exist for any length of time. It is as clear as daylight that such a state of affairs could not exist in this enlightened country if it were not for the fact that abnormal demands from the European countries which are not now producing have created a wave of unprecedented prosperity, and this in turn has brought in its wake extravagance of a most spectacular kind.

This extravagance, curiously enough, is most pronounced among the working people. Higher and still higher wages, which have resulted from repeated demands on the part of the newer school of labor leaders, have created an atmosphere of profligacy and absolute disregard of money values, the like of which does not exist anywhere else.

EDITOR'S NOTE.—Mr. Pomeroy Burton is one of the most distinguished journalists of our time. For eleven years he was with the Brooklyn Eagle in all branches of its work, leaving there as Managing Editor to take a place on the World, where he worked in close contact with Mr. Pulitzer for five years, then going to London to join the Northcliffe organization, where he is now the General Manager and a Director of the Daily Mail and its group of associated newspapers. The Morning Mail has a paid circulation of a million and a quarter, the evening edition (News) upward of a million, and the Sunday edition (Dispatch) a million. The other papers in this group are the Overseas Mail, which circulates in all the colonies, and the Paris Daily Mail which circulates among English-speaking people on the Continent. On his Western trip Mr. Burton was so profoundly impressed by what he saw that as a patriotic American he felt it his duty to point out the gravity of the situation to leading business men and journalists with whom he had long entertained pleasant relations. In a private letter to the Editor of LESLIE'S, Mr. Burton said that he did not feel that his only opinion should be published at this time, but as he left the matter to the editor to decide, the latter, in view of the situation, assumes responsibility for the publication of Mr. Burton's startling communication, inasmuch as it emphasizes the leading editorial in the preceding issue of LESLIE'S.

Now, Friend Schleicher, I would be the last one in the world to object to any condition which justified free or even excessive spending on the part of the working people; if it were justified, it would be a healthy sign and would mean widespread prosperity for all sorts and conditions of people. But in this case the whole thing is unsound. There is no justification for it, and in the great reckoning which must come soon the workers themselves are going to be the greatest sufferers.

Curiously enough, it is the men of business throughout the country, both large and small employers of labor, who are largely to blame for the unsound conditions which now exist. They have not dealt intelligently with labor. No one can deny that up to the war period Capital's treatment of Labor was open to severe criticism; the distribution of profits was not fair to the average worker; therefore, there was need for a readjustment, tending to raise the status of the worker and make it easier for him to live a proper life and bring up a family.

With the pressure of the war situation, and under the guidance of some very aggressive labor leaders, in this as well as other countries, the workers suddenly came into a position of great power, with the result that

Continued on page 428

Labor's Economic Day Must Be Determined

By HON. A. BARTON HEPBURN, Chairman Chase National Bank



THERE is such a thing as an "economic" day, and if we go on increasing wages and reducing the hours that constitute a day's work, we must logically reach a condition where the economic day must be determined.

Labor constitutes about eighty per cent. of the cost of articles produced, and is, therefore, a major element in determining the supply of created goods. The economic day means the number of hours that should constitute a day's work, and the wage paid, that would supply the world's needs.

Everything is relative. If the cost of living increases, the increase carries with it a just claim to increased compensation on the part of labor. If the cost of living is reduced, a reduction in the wage scale entails no hardship.

If the people will eschew luxuries, will live plainly, curtail travel and motoring, in short, live the simple life, their need of created goods will be so much lessened that the hours constituting a day's work may be reduced and still have the product equal the popular demand, but the tendency is toward extravagance in all classes.

EDITOR'S NOTE.—The Hon. A. Barton Hepburn was formerly Comptroller of the Currency at Washington. He was a member of the New York State Legislature and was responsible for some of the most constructive legislation on our statute books. He is one of the foremost bankers of New York and one of the ablest financiers that that great city has produced. His opinion of the situation is of the highest importance, and we are glad to be the means of communicating it to the public, especially as it emphasizes the judgment of President Wilson, as recently expressed to the railroad men. Mr. Hepburn's communication was sent to us before the President delivered his address to them at the White House.

Labor with its increased income, whether on farm or in factory, is by no means inclined to economize. The workers are inclined to furs and furbelows, motor cars and parlor cars. They are ambitious to do what they have seen people of means do heretofore.

The genius of machinery enables us to produce goods cheaply and in quantity. The commonplace accessories of the bourgeois class and the better-paid classes of labor surpass the appointments of the palaces of a few generations back.

Anything that curtails output increases cost of production, and good goods at low prices would tend to disappear. The effectiveness of the day's work cannot be impaired in any way, by shorter hours of work.

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The laborer should be able to live a normal life and raise his family in a healthy condition and should have proper time for relaxation, but after this, should not due regard be given to supplying the public with the kind and quality of goods they require?

In view of the fact that strike is succeeding strike nowadays and the enormous increase in the wage scale that characterizes the times, is it not well to try and locate the economic day, mark whither we are trending, and note the length of our tether?

EDITORIAL

"STAND BY THE FLAG; IN GOD WE TRUST"

JOHN A. SLEICHER, Editor

The Crash!

WILL it come when the Old World once more works under normal conditions, resumes the cultivation of its soil and is able to feed itself, and with re-established industries compete for our trade and that of the world? Of course it will. It must!

Our situation would be full of peril in view of the high costs of labor and of living, but for the fact that these affect the whole world. If the lowest-cost countries are to excel, as they inevitably must, Japan, China and India might be expected to capture the world's markets. Excepting Japan, these lack the facilities that capital, shipping and established industries on a large scale require to compete with the gigantic organizations of first-class powers. Our capital, labor and brains can take advantage of this situation. They are already doing so. There must be a fair profit for capital as well as a fair return to labor. The wage earner must not ask so much that capital will withdraw its helping hand. If it should do so, the crash would come, but capital doesn't strike.

Let the sober-minded think of these things. They justify the warning words of our President:

"Demands unwisely made and passionately insisted upon at this time menace the peace and prosperity of the country as nothing else could, and thus contribute to bring about the very results which such demands are intended to remedy."

Advertising's Development

THE amazing development, during the emergency of war, of the value of advertising for every patriotic purpose made a profound impression on the business man of the United States. As a result an extraordinary impetus to advertising has been felt since the close of the war, much of this in directions in which the value of publicity had not been appreciated.

In a thoughtful article on "Advertising's Opportunity" by Roy Dickinson, in the current issue of *Printer's Ink*, we are told that "Today advertising is in the presence of an even greater opportunity to serve." He believes that publicity in the leading advertising mediums of the country will aid in working out a fair and equitable understanding between capital and labor. He says that while all sorts of agencies, from banks to churches, have been told that they alone can step in and save the country in its need, the trouble is that no attempt is made to tie up with fundamentals, and that the line of action suggested for co-operation is most indefinite.

Discontent and unrest, Mr. Dickinson says, have spurred the individual onward and upward. The right sort of "unrest advertising" has made men dissatisfied with poor teeth and made them desire tooth-brushes, the care of a dentist, white bath-tubs and the hundreds of advertised articles which make for higher standards of living, but it also presupposed wages high enough to buy things which make life worth while. And wages can go hand in hand with real prosperity if production increases. The writer adds: "Advertising by increasing demand helps cut down the unit cost and is an acting link between high wages, prosperity and the desire of men for better things—a higher standard of living."

And in the increased efficiency of production and decreased profit per unit of production, or greater sales volume, advertising plays a most important part. It proved effective in cutting down labor turnover. This, Mr. Dickinson says, was the experience of the Pierce-Arrow Co., the Dayton Engineering Laboratories, the White Co., the American Multigraph Co., and others who resorted to advertising methods. He makes the concrete proposition that the coming National Advertising Convention at New Orleans should furnish a common meeting ground for constructive capital and conservative labor, and for a national platform on which both can stand. A set of points of agreements should be sent to a list of communities with the suggestion that the central labor party in the city and the local chamber of commerce get together on these points for the good of the community in which they both live, so that in every city the advertising clubs in connection with the local press could act to crystallize public opinion. A labor page of paid advertising or a page of advertising in every city, paid for by the local labor body and the chamber of

High Living!

By SENATOR SMITH, Dem., of South Carolina

IT is time to discourage the disposition of people to run to Congress seeking a panacea for all the evils of their business and to encourage them to handle their business on their own responsibility, as they formerly were accustomed to do. Let the currents of trade find their natural courses and levels. We hear much about the high cost of living, but after watching from my hotel window the streets of this city, crowded every moment of an evening with automobiles conveying pleasure seekers, burning expensive gasoline, I am impressed that our trouble is rather with the cost of high living.

commerce jointly, is, he says, "well within the realm of possibility."

If the approaching advertising convention at New Orleans will take up this suggestion in a practical way and provide not only for a local advertising program but also for one on national lines, it will carry a great idea to its just fulfillment. It is well worth thinking over.

Treading Dangerous Ground

LABOR unrest is always an aftermath of war. This war, since it was greatest of all, has in its train the greatest amount of unrest. Labor is meeting the temptation unduly to capitalize the war situation to its advantage. If it goes too far, not only will it gain nothing permanently, but its last state will be worse than its first.

A world-wide propaganda is fomenting strikes in every land and in every community. International strikes have been planned, but none has been precipitated. Yet there is a labor solidarity, the world over, that did not exist before the war. The danger is that labor, flushed with a sense of power, will think only of self and work solely for its own advantages irrespective of what happens to the rest of the world. That sort of policy will always fail in the end. This is no time for class consciousness either among employers or employees. Cooperation is the demand of the hour. A destructive, oppressive policy from either side will not solve the problems of industry, but the time was never more ripe than now for the cooperative spirit.

Bolshevism is class consciousness of the proletariat run mad. The whole world fears that, and there is little likelihood that it will ever capture this country. But there is danger that American labor will go too far in its demands. Industry can stand only so much in reduction of hours of work and increase of wages. The public will stand only so much of inconvenience and hardship. The recent strikes of railroad workers and rapid transit employees in New York have shown a reckless disregard of the public that is fully as bad as the discredited "public be damned" policy of the past.

The suffering public, which is always "the goat," demands a law that will prevent a strike until every method of arbitration is exhausted, and also a law that will compel the incorporation of unions so that the anti-trust law can be applied to combinations of labor and capital alike.

No Virtue in Littleness

IT was big business that filled the breach of the nation's need in time of war, and it is business alone that is capable of measuring up to the after-war demands of trade. Now that the war is over the old disposition arises in some quarters to throttle and embarrass big business. Senator Fernald of Maine hit the nail on the head when he said, "Instead of attempting to make big business little, let us all pull together to make little business big."

The bigger a business is the greater are the economies possible, and this is invariably reflected in cheaper prices to the public. The unreasonableness of the outcry against the packers is revealed when it is shown that the packers sell the meat from an animal for less money than they pay for the live animal. The difference is made up by the sale of by-products made possible by the size and efficiency of the industry. Little business could not have commanded the scientific skill necessary to the discovery of these by-products, nor the organization to market them successfully.

In most instances little business receives the advantages, without cost, of scientific methods and economies after they have been developed at great expense by large concerns. The best friend little business has is big business.

The Plain Truth

VOTE! Our Presidential Coupon will be found on page 433. We should like to have the vote of every reader. Note the figures this week. So far 2,270 votes have been cast.

CHEAP! The cheapest sort of attack upon religion is that of the newspaper headline writer who plays up the clergyman's son or Sunday school teacher or church member haled into court on a criminal charge. The rare instances of lapses simply reveal the weakness common to human nature, and bring out by contrast the overwhelming majority of cases in which religion shows itself to have a real power over human conduct. The unthinking and the scoffer feed upon such sensational headlines, while the scoffer at all religions is furnished a new text for his tirades. Great newspapers should be above playing into the hands of those who seek to discredit the work of the churches.

CLASS! It is just as bad to exempt any class from general legislation as it is to single out any class for special legislation. If taxation or prohibition, for example, were applied to a single group what an outburst there would be against the injustice of it. But how about the exemption of a particular class—the farmers—from the amendments to the food control act for dealing with profiteers. Yet from the farmer we must get the main necessities of life. The powerful farmer vote in the House secured this exemption just as it succeeded in defeating the President's veto of the daylight saving law. This is class legislation with a vengeance. The farmers and the labor unions have no difficulty in intimidating Congress, and capital is made the goat. In the name of justice let the people demand that all be treated alike and taxed alike!

RETAILER! It is not fair to put all the blame of high food costs upon the retailer. Attorney-General Palmer says there are more complaints against the corner grocer than any other class of dealers. Unquestionably some avaricious ones have taken advantage of the situation to profiteer, but all over the country grocery and meat stores have had to go out of business because of shrinking profits. The margin of profit is usually less to the retailer under abnormally high prices than at any other time. The corner grocery is a great accommodation to the public. It delivers orders, carries its customers sometimes for months, and does it on a smaller volume of trade than the large concern. All this is worth something to the homes of the neighborhood. If people are not willing to go to the inconvenience of buying from public markets and of carrying their purchases home, they should not be unwilling to pay for the conveniences afforded by the retailer.

HOMES! Cessation of home building during the War has resulted in a shortage today of more than a million homes in the United States. There is hardly a community of any size that doesn't have the problem. In some cities it is so acute that thousands of families that have managed to get along in some fashion during the summer are threatened with hardship and suffering as winter approaches. The Federal Government did much to house workers and their families during the War. Towns were laid out, plans made for building groups of houses in such form as to permit standardization of construction without monotony of exterior style, and a wealth of information gathered which is now in danger of being lost. Under the policy of the Government by which all its War work was dropped with the cessation of fighting there is now no Government agency to collect, analyze, correlate and interpret this experience, and to make it available to the country. A bill introduced by Representative Tinkham of Massachusetts would provide for this by creating a Bureau of Housing and Living Conditions in the Department of Labor. Such a bureau would greatly stimulate the construction of homes to meet the existing serious housing shortage. The plan commends itself as a most sensible method for salvaging permanent values from our enormous war expenditures.

Adventures in Serbia

Letters of an American Officer on Duty in Europe's "Tinder Box"

By LIEUT. JOHN M. OSKISON

Not the leader, but the substance, of the following pages from an Army Engineer Officer to his friend Andy Smith is touched for. After the Armistice of last November, the American Relief Administration was formed to help feed Central Europe. In those new and troubled States which arose out of the wreckage of the Austro-Hungarian Empire, it was soon evident that along with food relief would be required various economic aids. Certain jobs, like taking over the railroad systems and the coal mines to the extent of insuring the movement of food supplies, had to be undertaken. Hence the appearance in the relief organization of the army captain, a former railroad man, who signs himself Dave, and many more specialists who have been impressing American ideas on Central Europe.

J. M. O.

RAGUSA, July 6, 1919

DEAR ANDY: The Lieutenant is still sleeping. I've been up an hour and had what passes for breakfast in these parts—coffee and a sort of sweetened bread, only it ain't coffee and it ain't bread. Still, it helps to kill the appetite. I bet we're going to have a good dinner—stewed lamb and goat cheese. It's what we've had for dinner every day since we hit Yugoslavia. And you, back there sitting pretty in the land of the ham and the home of the fried egg!

How'd I get like this? Ask Hoover—he knows! The story reads like this: Some time ago H. H. sent our mutual friend the Colonel down to Vienna to take over the railroads from old Franz Joseph's boy, who is taking a long vacation in Switzerland. The gist of what Hoover said to the Colonel was as follows: "The countries are fighting over the railroads, and we can't get trains to haul food away from Trieste after the relief ships unload. You can't feed starving people in Bohemia with flour and fat-backs on the Trieste wharf. You take some railroad men and go down to the shores of the Adriatic and see how about it." So the Colonel picked up the Lieutenant and me and some more of the old regiment who had bucked the railroad game and hotfooted it towards the Balkans.

We got the food trains to rolling all right (I'll tell you about that when I see you), and before I could get in my application to go home, the Yugoslavs said to the Colonel, "Why can't you do something to help us get our railroads in shape?" It seems that the Germans, the Austrians and the Bulgarians all took a hand in blowing them up and carrying them off, especially over there in Serbia.

As the Colonel says, you can't do anything till you've got the dope, and he called me in. "Captain," he says, "you go down there and find out what shape the roads are in—go over 'em and report to me." I said, "Yes, sir. Can I take Lieutenant Biggs along—he knows the difference between a pile-driver and a bandcar, and he speaks the local lingo?" "Take anybody you want," says the Colonel, "and you'd better take a grub-sack, too."

We hopped the French military train out of Fiume and got off at a station about two-thirds of the way to Belgrade called Brod. That's where the narrow-gauge cuts down across the Save River and wanders south through Bosnia and Herzegovina. I see by the dope handed tourists before the war that the running time from Brod to Sarajevo, the old Bosnia-Herzegovina capital where Prince Ferdinand was shot and the big war started, was from 9 to 11 hours. We made it in a little less than 6 days, but we cut out over branch lines that run off up canyons and give you something to look at in the way of cliffs and castles and iron mines and coal mines and dead blast furnaces and monasteries and tombs of families that were hot

stuff in the world's stew about the time Mt. Shasta began to cool off.

I know you've seen these European trains, with their match-box freight cars and their stage-coaches on trucks. Well, this narrow-gauge, 90-centimeter stuff looks more like toy equipment than ever—like a set of toys that had been up in the garret a long time. And the time between trains! We'd get to a town—Doboj, for example, where we changed to make the run out on the stub to Tuzla and the old salt mine of Siminhan—and the Lieutenant would hustle into the station to ask when the next train for points southeast would pull out. Nobody at the station could tell, but the *chef de gare* who was drinking coffee at the *gostionica* might be able to say. Would some one show us the way? *Da*—that means yes. So we'd go on up to the coffee-house and be introduced. We'd take coffee with his nibs and blow him to *slavicitch*, which is a white drink made out of

Newfoundland dog wags his tail and say: "Da, me bin Yungstaown dree yar. Da, me worke steel mill." We'd buy *slavicitch*, and pretty soon some boon companion would be telling us about how this bird came back from his good job in the steel plant and smuggled himself over into the Serbian army so that he could help free his beloved Bosnia-Herzegovina (that ought to go big in a song, being harmonious and brief—not!) from the Austrian yoke. Supper-time would come, and from somewhere the people at the hotel would produce meat and cheese. We would distribute cigarettes, and all would be merry and friendly until the hay called the villagers and we would go to bed between clean sheets, thinking it wasn't so bad to be an American and far, far from home.

As I said, we got to Sarajevo on the sixth day. The Lieutenant met up with some British Red Cross workers here, who were heading south next day, and it was his idea that we join them. First, we hunted up the local representative of the Railway Ministry to get the dope on the branch line that runs over to the old Serbian border near Visegrad, with a 30-kilometer offshoot from a place called Megjeasje Uvac. We landed there on Friday. As I recall it, they said Friday was a Mohammedan holiday, and not the best time to see the town. Saturday was the Jewish holiday, and Sunday was the Christian Holiday. If we'd stay till Wednesday, which was market day, we could see Sarajevo at its liveliest. But we made the best of what time we had left by doing the place on foot—up hill and down and over most of the nine bridges that span the Miljacka River, and along the hillsides where the Moslems live and into the Bazaar that reminds you of the Fort Worth stockyards—I mean, the way it's built.

Brod to Sarajevo is 167 miles, and Sarajevo to Gravosa, which is the station for the city of Ragusa, is 177 miles. Normal running time over this last stretch is about 13 hours. We took nearly three times thirteen hours due to engines that leaked steam, bad coal, long, long stops at every station, and a lot of reasons never discovered. I did find out why the Lieutenant advised throwing in with the Red Cross workers—they carried tea and the wherewithal to make it. We contributed hard bread and corned willie and sugar, which we had packed into our grub-sack at the Q. M. commissary at Trieste; we certainly played in luck when we joined forces with those young women.

Picturesque is the word for this part of the world—you ought to see a profile map of the line! You cross the watershed between the Adriatic and the Black Sea, not long after running out of Sarajevo. There are wonderful forests of pine, and the principal difference between villages that string themselves out along the narrow valleys is that some have only one sawmill while others have two. From an elevation of 1,700 feet at Sarajevo, you climb to about 3,000 feet before you hit the tunnel that ducks under the actual watershed and crosses the boundary between Bosnia and Herzegovina. All around you rise regular mountains, five and six thousand feet high and looking every inch of it. The train follows the Neretva River after it gets over the divide—it has to—and finally gets down to the Adriatic.

I haven't had time yet to go out and size this town up. It sure looks good from the hotel window. One thing I learned, from the English girl, is that the original "argosy" sailed out of this port—the word meaning a vessel of Ragusa.

It's time for dinner, and the Lieutenant is coming to life. I'll write from the next place we stop. Wish you could be with us.

AS EVER, DAVE.

Continued on page 426



A street scene, Uranja, Serbia.



A broken bridge on the main Serbian railway line from Belgrade to Salonique. This bridge spanned a deep ravine near Belgrade before the enemy came. It was about 500 feet long and 110 feet high at the highest point on the section of the line between Belgrade and Nish.

the old boy that he'd sure send a train out some time tomorrow.

But they're good scouts. Most of them have relatives that are either in the States now or were over there when the war broke loose. They go dig these Cousin Tomshévitchs that have been to America out of the hills and bring them to gaze upon us. They shake hands like a big

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The International Police of Vladivostok, with the American members on the left and in the center. The cross marks the chief officer, Major Sam Johnson.

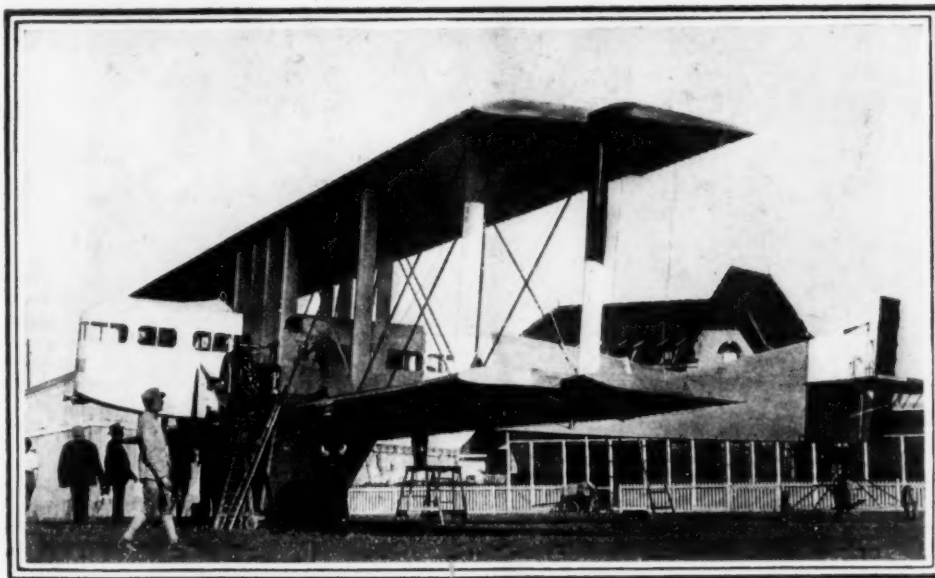
Keepers of Vladivostok's Peace

FOR a long time the Siberian port of Vladivostok has been the center of operations for many disturbing elements, principally of Bolshevik origin, and the Allies have found it necessary to maintain a military and naval force (made up of units from each of the Allied nations) under the command of a Japanese general. The fighting list of this defensive arm is the corps of International Police, composed of about 250 picked men from the various nationalities, a force which has already acquired almost as much eminence as the famous Northwest Mounted Police of Canada. Its commanding officer is an American of Russian ancestry, and about fifty Americans are in the ranks of his picturesque and efficient force.

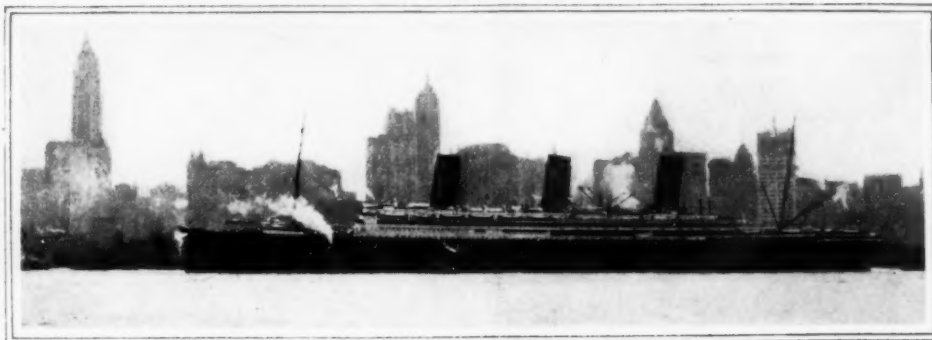
Dakar Gets on the Map

IT would puzzle quite a few Americans if they were asked to go to a map of the world and point out the important seaport of Dakar. It is located at a point about midway of the big bulge in Africa's western coast-line, and is the capital of what once was known as the Senegal, but now as French West Africa. Its present news importance is due to Dakar's prominence as a transcontinental half-way house, and it was from here that the French airplane *Goliath* (carrying twelve passengers) expected to glide across the Atlantic to Brazil, and establish a new aerial route. The big airplane came to grief near Dakar, however, but without loss of life.

But Dakar's present prominence is due chiefly to the proposal that it be made the terminus of a railroad line running from London across France and Spain to the Mediterranean and connecting south of the Mediterranean with existing railroads built by the French across North Africa and the Sahara—thus affording a swifter route for capturing the South American trade, which might otherwise go to the United States. The project has been



The French airplane *Goliath* which was disabled near Dakar, West Africa, on its attempted transatlantic flight to Brazil with twelve passengers.



The *Leviathan* (formerly the Hamburg-American *Vaterland*) which will continue to fly the American flag on the Atlantic after its war service is ended.

seriously considered, for it would bring Paris within seven or eight days of Rio de Janeiro, whereas a steamer from New York to Rio requires about seventeen days. However, the cost of railroad hauls and of handling cargo from rail to ship and vice versa, in comparison with the expense of all-sea transportation, has not yet been computed.

The huge airplane was forced to land owing to the breaking of a propeller blade and the subsequent overheating of the remaining engine.

the ability to move with extreme rapidity, the metamorphosed German steamship was able to pursue its course across the Atlantic without being accompanied by destroyers; and it made many such trips, loaded with recruits for the A. E. F., thus unguarded. Often, shortly after leaving New York harbor, the immense camouflaged troop conveyor would quickly alter its course, journey far to the South, and then zigzag its way across by a totally unsuspected route. It is practically impossible to torpedo a vessel which is constantly changing its course.

We Keep the "Vaterland"

THE largest steamer afloat—the *Leviathan*, formerly the Hamburg-American liner *Vaterland*—will shortly become a part of the fleet of the International Mercantile Marine Company, and will be placed in passenger service between New York and Southampton, touching at Cherbourg going and coming. The *Vaterland* was Germany's last word in ship construction, and is a floating palace of 54,282 tons. It was built in 1914, interned at New York at the outbreak of war, and later converted into an American transport. Nearly 100,000 soldiers were carried to Europe in the *Leviathan*, and it was the vessel selected to bring home General Pershing and part of the First Division.

Announcement is also made that the *George Washington*, formerly a North German Lloyd liner of 25,570 tons, and the *America*, another Hamburg-American liner of 22,622 tons, will also be permanently retained and attached to the same Atlantic service.

The United States will again appear on the seas with its flag over the finest vessels afloat.

During the war the German submarine commanders made strenuous efforts to "get" the *Leviathan*. These efforts were carefully directed by the German naval authorities who were, of course, kept informed as to the time of departure of all important vessels. They failed owing principally to the great speed of the powerful vessel. Possessing, as it did,

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A Craft of Romance

SOMEWHERE between Nome, Alaska, and a reputed Golconda on the Lena River of Siberia, the 70-ton *Casco* is sailing along with a party of twenty-five gold-seekers aboard. Readers of Robert Louis Stevenson's "The Wreckers" will recall the *Casco*, which the author used in sailing the South Seas before finally settling down at Samoa. Stevenson borrowed it from a California millionaire, who had built it for racing; later the boat became a sailing ship and then a smuggler of opium and of Chinese. It is a sister ship of the equally famous *Ghost*, immortalized in Jack London's "Sea-Wolf."

Star Boarder of the Memphis Jail

THE editor of the *Memphis Press*, Edward T. Leach, published an editorial which was considered a reflection on the dignity and impartiality of the courts which dispense justice around Memphis, and was promptly sentenced to ten days in the county jail for contempt. He went to jail preceded by



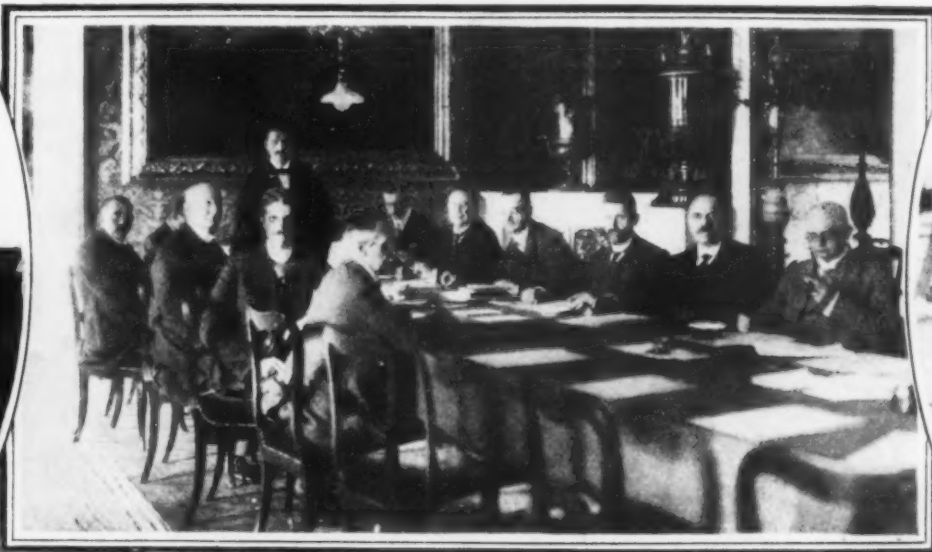
The *Casco*, immortalized by Robert Louis Stevenson and later utilized as a sealer and a smuggler, is now sailing in search of Siberian gold.

A Railroad Ultimatum

IN these days of ultimatums, Walker D. Hines, Director-General of Railroads, has proven himself an ultimatum as well as a director who proposes to direct. When the railroad men of California, Arizona and Nevada went on strike and tied up the traffic of these States in utter disregard of an existing agreement with the Government not to do so, and in defiance of orders issued by the heads of their respective brotherhoods, Director Hines issued to them an ultimatum that if the trains were not running within twenty-four hours the entire power of the Government would be exercised to see that the wheels exercised the function for which they were cast. The ultimatum was clear-cut and decisive, as the following extract indicates: "All striking employees who do not report for duty on and after 7 o'clock on Saturday morning, August 30, when and as called for duty, will be regarded as having terminated their employment and their places will be filled."



Edward T. Leach, editor of the *Memphis (Tenn.) Press*.



The new German Cabinet, which is wrestling with economic problems of overwhelming perplexity, and at the same time is confronted by serious strikes and upheavals.



Walker D. Hines, Director-General of American Railroads.

a brass band and accompanied by an imposing delegation of leading business men of Memphis, who resented what they regarded as an infringement of the liberty of the press. While in jail he became more famous than he had ever been as an editor, and letters poured in upon him from all parts of the country, while newspaper comments in his favor appeared in American papers all the way from Key West to Nome. The point at issue, as interpreted by Mr. Leach himself, is that "the Supreme Court of Tennessee has ruled that a general political editorial, containing no references to any judge or any case, can be construed in contempt of a judge who was himself a candidate in a pending election."

A Cabinet with a Hard Job

THE lot of a German Cabinet member at the present time is about as enviable as that of a cat sitting on a hot stove-lid. The Cabinet is doubtless made up of men picked for the handling of hard jobs, but the complications that arise from day to day are more than equal to the experience and ingenuity of any group of councilors. For instance, on the day this is written, the cables announced three activities with which the Cabinet was then dealing. First, in the attempt to find new sources of national revenue, it had almost been decided to tax the 6,000,000 German men who did not wear uniforms, to the extent of about five dollars each, as a sort of thank-offering for their exemption. This would, of course, add about six million enemies to those which the Cabinet already had. Furthermore, on this day Berlin had been notified that



A rolling arsenal of Bolshevik propaganda.

the labor troubles in the Silesian coal district made it necessary to rule that Berliners might take a hot bath only on the first and third Fridays of each month, while the cooks must not have fires in the kitchen stoves between 8:00 and 11:30 A.M. and between 2:00 and 7:00 P.M. The third item of the day's news indicates that a general Spartacist uprising against the government is to be expected not later than November. If true, and if the uprising should be successful, the honorable members of the Cabinet would stand a good chance of receiving a noose or a prison sentence for their efforts to bring order out of chaos in Germany.

Bolshevism on Wheels

WHILE America is being warned that the Bolsheviks are everywhere spreading their insidious propaganda in the many devious ways made familiar by the pro-Germans, it is evident that they are not hiding their light under a bushel in Russia. The photograph shows a railway train at Riga converted into a traveling library of propaganda. From it is distributed "red" literature of all sorts for the arousing of such Russians as have been taught to read. Meanwhile the news dispatches indicate that the anti-Bolshevik forces are using sharp swords more effectively than pamphlets. General Kamontov, a noted Cossack leader who was thought cut off from his base, recently drove his horsemen into a mass of 30,000 "reds," captured 13,000 of them and dispersed the rest. Other minor victories are reported by both sides, but no decisive actions have yet been fought. Regardless of Peace Conferences, Europe is yet a long way from peace within its borders.

The Siberian Cossacks recently held a congress and agreed to mobilize all their reserves up to the age of 55 years and to make every sacrifice necessary to overthrow Bolshevism. "In this time of great trial for our native country," reads the resolution, "we are placing all our strength at the disposal of Admiral Kolchak, under whose leadership the Russian armies are fighting for the regeneration of a united, great, and democratic Russia." This manifesto is gradually bringing together many discordant factions among the foes of Bolshevism.

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The Prince of Wales in Toronto.



General Louis Botha, late Premier of the Union of South Africa.



Ulster honors the heroic dead.

America's Royal Visitor

THE Prince of Wales, who is a very likable young man and something of a war hero, as well as heir apparent to the world's most important kingdom, has been seeing Canada first on his overseas visit. He has been enthusiastically received by the Canadians, and his free and easy manners have made for him a host of friends everywhere. His coming sojourn in the United States will undoubtedly strengthen the friendly ties which bind us to Great Britain. The photograph shows him seated between the Lieutenant-Governor of Ontario, Colonel Sir J. S. Hendrie (left), and T. A. Russell (right), president of the Toronto Exposition.

South Africa Loses a Great Leader

THE death of General Louis Botha, Premier of the Union of South Africa, on August 28th, ended the career of a picturesque and constructive statesman whose passing is deeply regretted all over the world. He was a master builder as well as a hard fighter, and his heart was nearly always in the right place. During the Boer War, as commander-in-chief of the Boer forces, he fought the British to the bitter end, and then nobly gave himself to the hard tasks of reconstruction, and was eventually chosen as the head of the united British colonies in South Africa. During the recent world-war he again distinguished himself as a military leader by his quick and skilful mastery of the German forces in German Southwest Africa. In the coming days of reconstruction in that far-away part of the world, Botha's wise counsel and wide experience will be greatly missed.

Ulster Honors "The Glorious Dead"

AT Belfast, Ireland, 36,000 men of Ulster and thousands of Ulster women who had served in various capacities as war workers marched in a great peace procession and were reviewed by Viscount



Baltimore narrowly escaped another great disaster, but firemen succeeded in controlling this inferno of flame.

John French, now Lord-Lieutenant of Ireland, and by many other of the highest officers of the British army and navy. In the photograph is seen one battalion of Ulster nurses passing the cenotaph erected to the memory of "The Glorious Dead."

Baltimore Oil Fire

FOR several hours, while the spectacular fire shown in the picture was defying all efforts to hold it in check, Baltimore was on the verge of another disastrous fire. An oil tank in the engine room of the Sherwood Bros. Refinery exploded and instantly burst into flame. In a short time the tremendous heat exploded other tanks of the same plant which were located in a district occupied mainly by oil refineries. By heroic efforts, at the imminent risk of their lives, the firemen finally succeeded in preventing the spread of the flames to other properties. The loss to the one refinery was estimated at about \$1,000,000.

A New Era for the Holy Land

IT will be received as good news all over the world, Germany excepted, that Great Britain is to replace "the unspeakable Turk" as the ruler of Palestine. The Zionists of both Europe and America are already definitely planning to re-people the historic land with 5,000,000 of the world's 14,000,000 Jews, and details will be presented to the great Zionist Convention in Chicago on September 14 by Judge Louis D. Brandeis and other leading Zionists. But, quite regardless of the failure or success of the Zionist plans to make Palestine again the home of the Jew, the agreement that Great Britain shall administer the government means a new era from Dan to Beersheba and beyond. Jerusalem has already been washed and manicured by the temporary government, and the cleaning up process will be extended in all directions. And, be it remembered, not even Arabia or Egypt was ever in greater need of soap water and formaldehyde.



A threshing scene in the Holy Land, which illustrates the crudeness of farming methods under the Turk's rule, which is now gone forever. British rule will give the peasant farmer renewed hope.

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Our Latest Invasion of Mexico

Exclusive photographs of the pursuit of the Mexican bandits who held Lieutenants Davis and Peterson for ransom. The photos were made for LESLIE'S by R. L. Andrews, who accompanied the pursuing cavalrymen, and rushed the negatives back to the border by airplane.



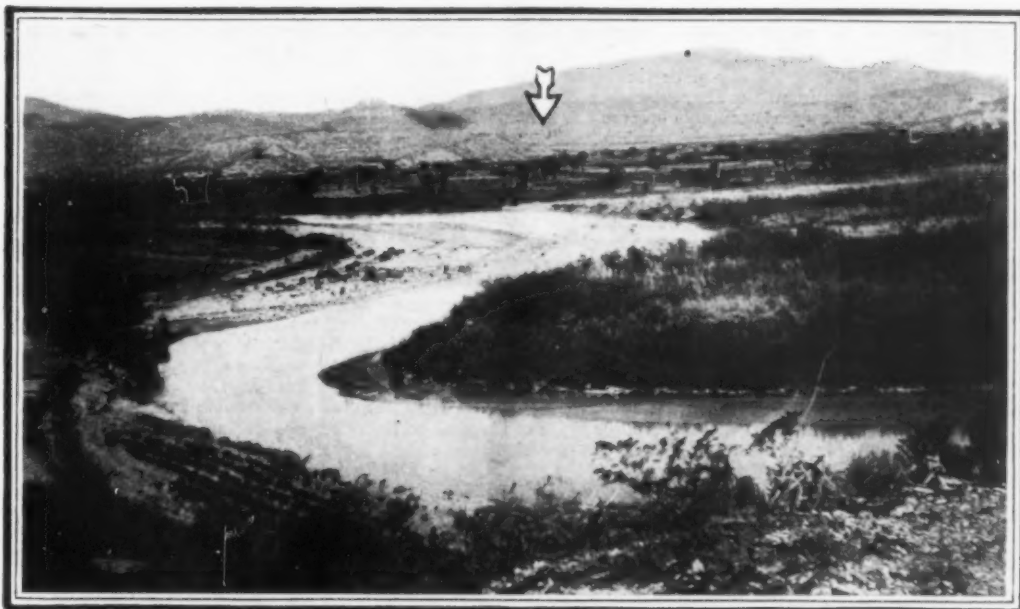
Captain Leonard F. Matlack, Eighth U. S. Cavalry, was picked as the man to meet the bandits at the rendezvous and negotiate their ransom. He was met by four heavily armed outlaws, who turned over to him Lieutenant Peterson and received half of the ransom money, which was to be \$15,000. After delivering Peterson at the border, he returned for Davis and discovered a plot to ambush both officers after the second half of the ransom had been paid. When Matlack got Davis on the horse with him, he shook the ransom money in the faces of the bandits and galloped away.



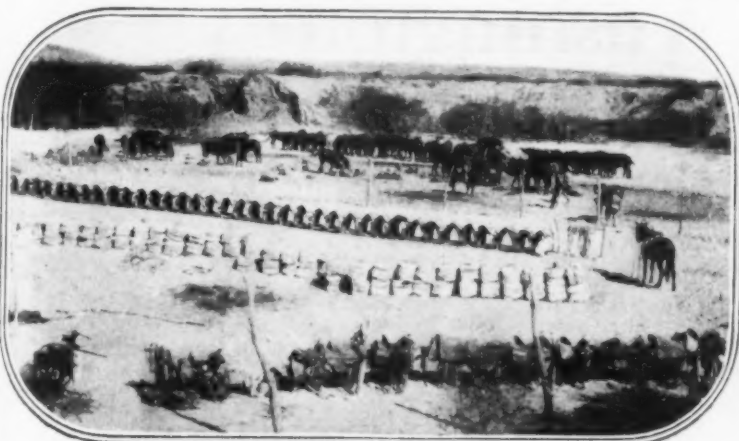
The Eighth United States Cavalry in hot pursuit of the Mexican bandits.



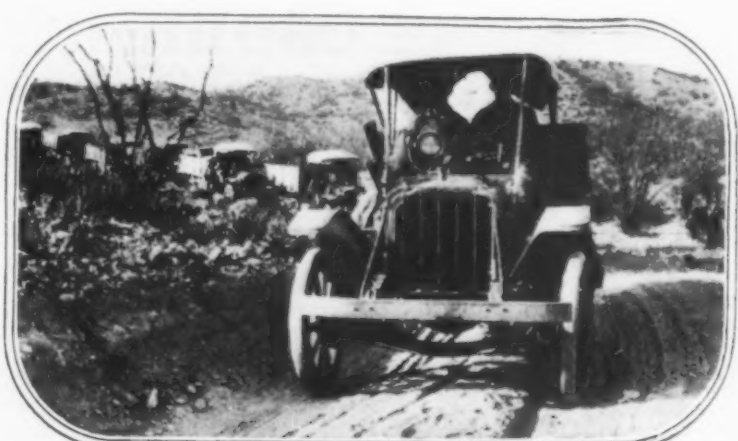
Colonel George T. Langhorne, U. S. A., the officer commanding the American troops patrolling the Big Bend district of the Rio Grande, held the Eighth U. S. Cavalry in readiness for instant pursuit of bandits as soon as the captured aviators were safe. He sent his troopers across the river in three columns (at Candelaria, Ruidosa and Indio), preceded by bombing airplanes to serve as scouts. The two ransomed aviators also joined the expedition. The bandits had six hours' start, however, and the trail had unfortunately been obliterated by a rain.



The lonely rendezvous of the outlaws, near the Rio Grande. The arrow points to the spot where Captain Matlack met the bandits and cleverly negotiated the release of the captured American officers.



A pack-train of the Eighth Cavalry encamped for the night at a point forty miles south of the Rio Grande. The pack-saddles are shown in the upper row and the loads are lined up beneath. Bandits are in the habit of selecting for their operations districts where pursuit will be difficult and slow, especially for wheeled vehicles. The supplies needed by the invading cavalrymen were therefore transferred from motor-trucks to pack-mules and hurried along as rapidly as possible. The scouting airplanes accompanying the expedition were able to keep the supply trains in constant communication with the advance columns, and also to direct their course along the difficult trails. Many lessons learned in France proved valuable



An army motor-truck train rushing supplies down to the Rio Grande for use by the Eighth Cavalry in the vigorous campaign which was expected to follow the successful rescue of the two aviators. Even before the two Americans had been ransomed, every detail of the pursuit of the bandits had been carefully worked out by Colonel Langhorne, acting under orders from Major-General Dickman, commander of the Southern Department. The troopers and their horses stood waiting for the release order that would send them across the Rio Grande, and the trucks loaded with supplies for men and horses were lined up in regular formation. It is no small task to keep a supply train in touch with a regiment of pursuing cavalry.

Guard Well the Constitution!

By HON. JAMES E. WATSON, Senator from Indiana

ALL scholars have studied our institutions historically. They have learned that progress is a monument reared only on the battlefield of contending forces. From scenes of conflict in the past they have seen great principles arise and take the form of law. From these principles they have seen decisions spring as innumerable as the sands of the shore in the efforts to apply these principles to all the complex affairs of men. And they have seen how all the struggles and sacrifices of sixty centuries finally resulted in the adoption of the Constitution of the United States, the greatest document ever issued among men.

They have seen how this embodiment of fundamental principles guarantees to every man beneath its protecting aegis the right to life, liberty, and the pursuit of happiness, and that these rights carry with them the accompanying rights to the ownership and use of private property, of religious liberty, and the freedom of person. They have seen, too, how this organic law was afterwards altered so that there might be imbedded forever in its solid granite the limitations upon the power of the majority imposed by its first ten amendments.

Now, if this government is converted into a pure democracy, or, worse yet, if it is changed into a socialistic state; if this fundamental law is to be swept aside by the vote of a majority; if these basic ideas are to be overturned by a mere choice of the people, then principles are but illusions and the Constitution is only a myth.

Our dangers are not from without; they are from within; they are not external, they are internal; they are not foreign, they are domestic. No army, with its banners flying, is marching upon us anywhere; no navy, with its ships in battle line, threatens our coasts in any quarter; for we are at practical peace with all the world. And yet history attests the fact that in the profoundest peace may lurk and grow and flourish and triumph the most insidious dangers that threaten any people.

At the time of the formation of the Constitution, the fathers were confronted with innumerable difficulties, but, fortunately for us, they were equal to the herculean task. Gladstone has passionately exclaimed that the men who formulated that document were "great men, not for that time alone, but for any time, for all time."

These men had a most thorough and accurate knowledge of all the experiments in government made in the centuries gone. With profound insight into human nature and human motives, they understood at once the strength and the weakness of all these attempts at government, and they sought to formulate a system that would preserve the one and eliminate the other.

They gleaned from the fruitful pages of history that governments in the past had not endured because they had failed to recognize one or the other of the two fundamentals of all stable government, the rights of the indi-

EDITOR'S NOTE—*The growing tendency to regard the Constitution as a more or less obsolete document to be interpreted according to the wishes of impatient opportunists, and the fact that September 17th—"Constitution Day"—marks the 132d anniversary of that historic paper, makes these articles by Senator James E. Watson of Indiana and Senator Charles S. Thomas of Colorado of unusual interest. These statesmen realize to the fullest the dangers that must inevitably accompany any tampering with our Constitution.*

vidual on the one hand and the rights of the state on the other.

They knew that in some countries the fundamental principle of the government established was individual right and individual liberty—the one dominating, overwhelming idea being that the individual was everything and the state nothing. They saw that the application of that theory to the affairs of government ended in a tyranny of the one man so despotic that it could not long be endured and that all such efforts resulted in an utter failure to accomplish the chief end for which government must be designed if it is to endure.

They understood, too, that in other countries the fundamental principle upon which their governments were established was the right and power of the majority—the one, undisputed idea being that the state was everything and the individual nothing, and that the state was but the will of the majority as expressed at any given time.

They saw that governments thus established were unstable because the individual was entirely submerged and the minority was given no consideration whatever, and, of course, inasmuch as the man and the minority were deemed to have no rights, there was no provision made in any of these countries for protecting or defending them. Our fathers saw that this led to a tyranny of the majority as despotic and far more dangerous than the tyranny of the individual, for, no matter how galling the rule of the one tyrant, the majority can finally overthrow his power, and, if need be, destroy him. But who can behead the majority? No matter how intolerable their rule, what power can stay the hand of the multitude?

And, therefore, our fathers saw that, if they would establish a permanent government, they must nicely adjust and balance the rights of the individual on the one hand and the rights of the state on the other, giving to each the largest possible sphere of activity consistent with the rights of the other, and securing each from indiscriminate invasion by the other.

They knew, as every student of history must know, that the great struggles of the past were to secure the recognition of individual liberty; and they saw, as we must see, that all governments that failed to take this fundamental into account when establishing their institutions have failed and fallen and passed into history.

They saw that, because of this failure, monarchies had been destroyed, kingdoms subverted, principalities ruined, aristocracies overthrown, and that many of them had been swept away by the ever-ascending spirit of individual liberty, which is the angel of human progress. And yet they learned from a study of the past, as we too must learn, that institutions founded on this one idea cannot endure.

Our fathers did not establish a democracy but a representative republic and it was to safeguard this kind of a government that they formulated the Constitution, and, if these institutions founded on and guarded by the Constitution are to endure, we must preserve the limits they prescribed just as they prescribed them. And it will be a comparatively easy task, unless the people absolutely guard their liberties, to change our form of government; for, if too great power be bestowed upon the executive, which is the growing tendency of the time, that will undermine the legislative branch of government. If, on the other hand, too great power be given to the people, that will result in a pure democracy and such a government is utterly inconsistent with the Constitution of the United States.

If the policy of socialism is to be established in the United States, or if a pure democracy is to be established, the Constitution will cease to be a Constitution of fundamental principles and be merely a set of laws to be swept aside by popular demand and voted out of existence by popular clamor. The Constitution upon which the republic is founded could thus be made to depend upon the fury of the hour and its very existence to hang upon the whim of the multitude at any given time. Fundamental principles do not change, they abide, and enduring institutions can only be founded upon unchanging principles; and not only that, but the very safeguards that protect individual liberty could also be swept aside by the adoption of an autocracy, or of either a pure democracy or a socialist state. Under the spell wrought by self-serving demagogues, sometimes brilliant, sometimes spectacular and always dangerous, the majority might be wrought up to such a pitch that they could be induced to overthrow every constitutional guaranty. In other words, the right to trial by jury, the right of free speech, the right of a free press, the right to the writ of habeas corpus, and all the other guarantees of individual right and individual liberty have been inlaid in the solid granite of the Constitution in order to preserve the principal guarantees of individual liberty as manifested in individual initiative and individual freedom; yet in a day they could be swept aside by the whim of the majority and the right of the individual transferred from him to the community at large, and thus the equilibrium of the Constitution could be ruthlessly swept aside by largely increasing the power of the majority.

Concluded on page 434

Leaning on Washington

By HON. CHARLES S. THOMAS, Senator from Colorado

THE history of American jurisprudence strikingly confirms the truth of the aphorism that Constitutions are a growth. They are frequently written, but their constant adaptation to the progress and changes in economics and society is only possible through legislative and judicial construction, which are sometimes difficult to reconcile with their textual recitals. Otherwise governments would be confined in strait-jacket limitations, too severe and exacting to admit of relief through deliberate processes of amendment. The necessities evolved by the developments of a single great discovery, such as the application of steam to manufacture and distribution clearly illustrate the inexorable need for resort to construction lest the Government find itself unequipped for machinery adequate to emergencies which it could not foresee and which it cannot avoid.

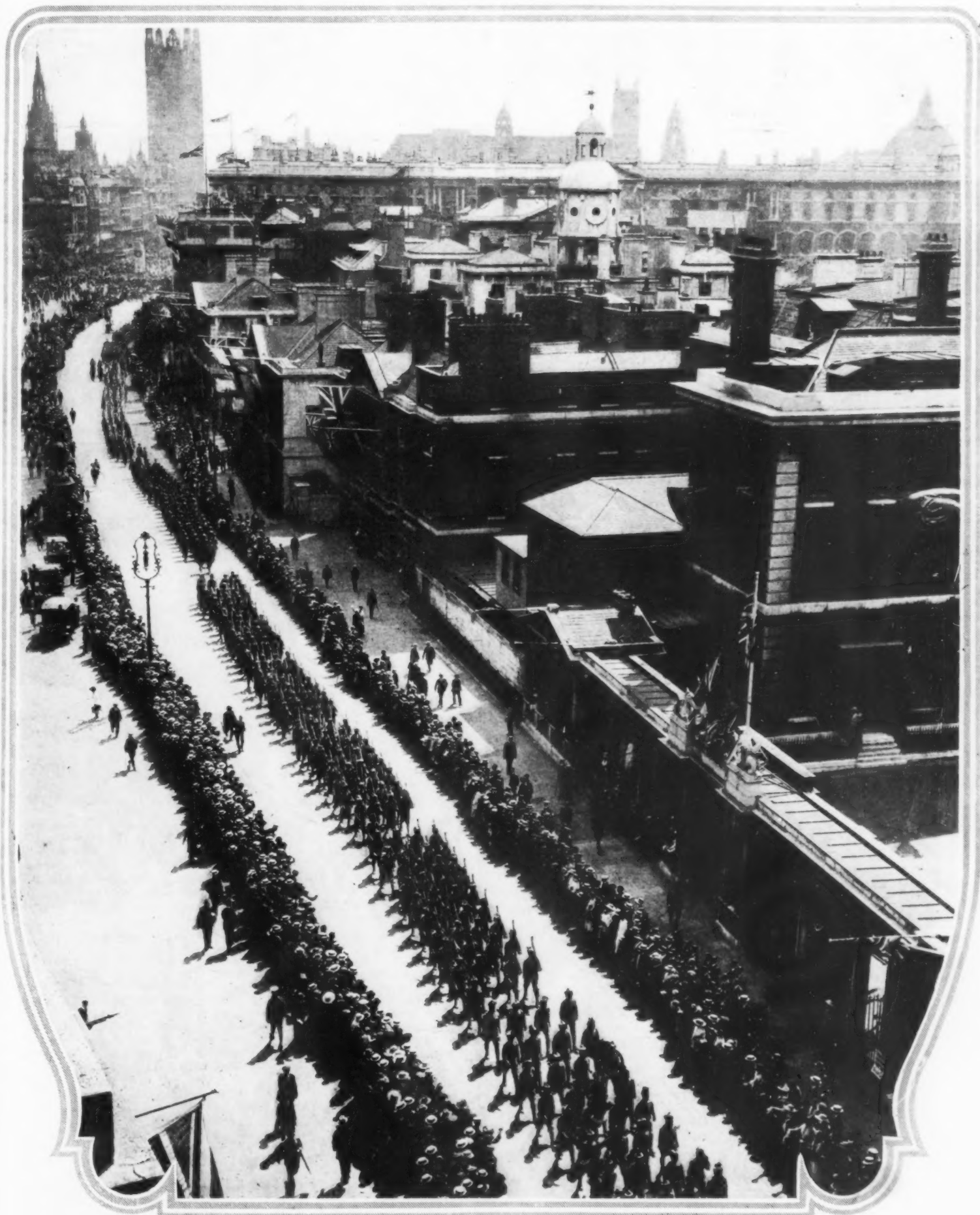
One should not therefore be hypercritical in estimating or criticizing the tremendous extent to which the Federal Constitution has been modified, enlarged and extended by the numberless adjudications of the Supreme Court, since otherwise it would long have become an anachronism. But upon the other hand, we must not overlook the equally important consideration that construction must have its limits else it may destroy essential safeguards and render organic charters wholly ineffective. This feature is of prime importance, for it cannot be de-

nied that such a limit has been reached and sometimes passed, especially in the field of legislation by which Federal jurisdiction has been and is being constantly extended into the domain of State authority, and in most instances, I regret to say, with the acquiescence on the invitation of the States themselves. A comparison of present Federal activities with those of a quarter of a century ago will afford a graphic illustration of this fact. Sanitation, child labor, every conceivable phase of agriculture, road building, coal mining, vocational training, hydro-electric development, police regulation, price fixing, marketing, employment, are but a few of our modern Federal activities. The last generation would have scouted the idea that the bulk of these agencies were or could be brought within the circle of Federal control. But Spence, long ago warned democracies against the tendency towards laws, regulations and prohibitions regarding the everyday and most commonplace relations of men towards each other and towards the public. These must, if they continue to multiply, strew the pathway of the citizen with penalties and ordinances, to observe all of which and escape punishments will tax his acuteness and his patience to the utmost.

This condition flows naturally from the constantly growing conviction that the Federal Government can and should remedy every human ill, provide against every

human misfortune and reimburse every human disaster which its citizens may anticipate or encounter. It is also largely due to the readiness with which the States relinquish their prerogatives to the general Government or shift them upon it by ignoring their obligations. Unless we cease to regard Uncle Sam as a wealthy and indulgent patriarch, blessed with unlimited wealth and charged with responsibility for the well being of his children individually and collectively, including payment of their debts and healing their physical and mental disorders and deficiencies, the Congress of the United States must in the near future combine and discharge the functions of all the State legislatures and municipal councils of the country. And it must consequently create many more bureaus than now infest the country, whose petty officials will surely devote such time as may not be necessary to the obtaining of larger salaries to enforcing regulations and preferring complaints against the unhappy victims of the system. Such a situation may become necessary to the protection and maintenance of the social and economic equilibrium, but if so it may well justify the conviction that our form of government is by no means perfect. Local self-government is more essential to ordered liberty than it ever was, and it is to be hoped that the people will soon realize the fact and aid the National Government in going back to first principles.

London Cheers *the* Fighting Men of India



While all London roared its approbation, 1,800 British and native troops of England's Indian Army marched through the Capital's

streets recently. The contingent, a dashing one, moved from Waterloo to Buckingham Palace, where it was inspected by the King.

The France Our Soldiers Knew

How the French Regarded the American Soldier and How the American Soldier Regarded the French

By D. M. WALKER

EDITOR'S NOTE: The statement is constantly made that, as a result of the war, an unfriendly feeling has arisen between the people of France and of this country, largely due to little impositions practiced on American soldiers by tradesmen with whom they dealt in a new country and speaking a foreign tongue. On the other hand, there are fully as many who insist that there are two sides to the question due to mutual misunderstandings which can not in any way interfere with the historic friendship between two great nations. The appended article was written by one of the American volunteer workers in France.

THE second day in Prague, a Sunday, we were exploring the Old Town and taking in that magnificent view from the river where the sun sets behind the palaces on the opposite shore. In crossing the famous bridge of the religious statues we ran into a party of Red Cross women and several young Americans from the Legation and the Consulate. Some of us had been thrown together in Paris, so were already acquainted. "We were just saying," laughed one of the girls, "what a relief it is to be in a town where one met no Americans." "Return the compliment," I replied, "so were we." After which we joined forces and went over to one of the islands in the river and listened to Czech music from an excellent orchestra playing in one of the open-air beer gardens. That is, we listened until the following conversation began. The women were assigned to that branch of the American Relief Administration entitled the Child Welfare Bureau, and known locally as the "Baby Feeders." I asked one what she thought of the country. "Think of it," she answered, "why, I'm crazy about it! These people are wonderful. They get the idea and take hold of the work. They want to help themselves. They don't want charity, they only want a square deal." She had said it! Here was the bond between us. That is why the gob at Trieste had told us that Czechoslovakia was "United States." For the American does not like charity for himself, and he secretly despises one who accepts it. He wants only a square deal.

"Perhaps I would not be so enthusiastic," added another, a woman physician of some note, "if it were not for our late experiences with the French."

"The French—" commenced one.

"The French!" intercalated another.

"The French!" And we were all off in a bunch, talking at once, plunged into the same old Franco-American arguments and discussions without which no soirée in France ever ended.

America and France Very Different

So now I am going to diverge from the travelogue and tell you some things about the French, and a little dissertation upon American psychology.

So far as the American public went, France's "publicity" wrote itself. We were heart, soul and pocket-book for her from the first day of war. For which reason the propagandist could better have busied himself, it seems to me, in preparing us for what we might really expect to find in France; to explain to us the differences in speech, customs, ideas and ideals which confronted us. Those differences which, because our standards are not the same, have resulted in our bringing home strange tales of exploitation, immorality and dirt with which you are by now familiar.

One of the choicest bits of bunk which the propagandist sprung was that, of all Allied peoples, we were closest to the French. It has been for us to discover that, no matter how much we may like and admire the French, the fact remains that in standards, speech, customs, ideas and ideals we are as far apart as the poles. Let's try to find out why.

But first let me say that the French just missed being the salt of the earth. Whether one likes them or whether one does not, they remain one of the wonderful—the most wonderful—races of the earth. In fact, they are

so full of high qualities that their faults are the more glaring by relief. They have wit and intellectuality to burn. They are educated to their eyebrows. They have a charm which defies analysis and disarms the most caustic critic. They have stability and poise. They have what they call *sensibilité*, which, as near as I can come to it, means the reaction to the finer things of life. Above all they have beauty—beauty of speech, beauty of body, beauty of architecture, beauty of landscape.



French girls who go about unchaperoned create unfavorable comment. We soon found this out.

France is a land piling over with beauty. She and her people will always appeal to the artist in every man. The American who was unfortunate enough to see nothing beyond Brest or Is-sur-Tille or Gievres may dispute this, and he would have reason to. But none who saw them will forget the beauties of Aix and Biarritz, nor those days all sifted, golden sunlight down by the purple Mediterranean. To those who had eyes to see, there was something lovely in every hamlet, from Cannes to Calais; some architectural gem which, by comparison, will sicken us with our home town monstrosities such as the County Court House or the First Methodist Church. The wonders of Paris will haunt our dreams. This is France, and France was made by the French. Yet in all the analyses of these people—and their most enthusiastic admirers are Americans—it seems to me there is an implied "but" before the enumeration of all their charms. Too much like propaganda, in fact. Among all the outstanding qualities going to make up French character, which is as definitely formed as the French physique, no one mentions avarice, selfishness, distrust.

M. Clemenceau, in a message to America which proves all I have to say if carefully analyzed, has mentioned the first of these qualities as "an overcarefulness about money matters." And in the same message he adds, "America is rich. We expected much of America." America is rich; make the most of it! It explains everything the French have done; from charging us a franc

for a wormeaten apple to requesting that we sell them our war plant in France at twenty per cent. of its value. America is rich; let her pay!

Here is where France misread our psychology. Every American knows that, the richer the individual, the more exasperated he is by being "stung." The American will give money away of his own free will—money in gold—but to be done out of so much as a dime he will not. America is commercial, Europe used to say with a sneer. And Europe is mercenary. And between these two there is a gulf wider than the Atlantic.

It is not difficult to reason why the French have these qualities. They are beautiful because they have bred beauty. They are witty and intellectual because they have bred intellect and wit and cultivated both of these qualities. They are penurious because they have bred penuriousness. The French marriage is as unemotional an affair as a business partnership is. It is the one place in French life where "l'amour" takes a back seat. The French never suffered from any delusion that marriages were made in heaven.

When the French say we know nothing about love they are not talking the same

language; what they mean is that we are not skilled in the technique of love-making. We trust love blindly enough to base our marriages upon this evanescent quantity, which is more than they do. A French girl without a "dot" to bring to her husband has as much chance of marriage as a fat ankle has on the Paris boulevards. If she is of the aristocracy some *nouveau riche* may marry her to further his social ambitions. If she is of the proletariat and beautiful she will probably contract a remunerative affair without benefit of clergy, out of which she will save enough money, through her natural instinct for economy, with which to start a shop when her physical attractions are no longer productive of an income. If she is without either good looks or a "dot," she is pretty much out of luck.

I am not passing judgment upon the French marriage system. They're satisfied with it, or seem to be. It took me a long time to

accumulate all this, and I'm passing it on to explain my point. Children born

under such a hard-boiled social system would seem bound to inherit traits which we as a people lack. The French coquette with about everything in life except marriage. That is a serious business to be entered into only after plenty of investi-

gation and with both eyes open, just as any other investment. French boys and girls do not "run away" to the preacher's and get married after meeting at a nickel dance, as is frequently done in America, to be divorced the following week.

Some Things We Learned

When the American boy arrived in France he expected to find companionship among "nice" girls such as he had known at home. The propagandist had failed to tell him, you see, that the *jeune fille* in France is as closely sequestered as if she were in a convent. She is not allowed unchaperoned with men for an instant. The young man in France has been raised with the understanding that he is to go as far as he likes whenever he gets the chance. It's just another phase of the system. Platonic friendship between man and woman does not exist. If a young man is calling upon a girl of good family it is because he intends to marry her; otherwise he would not be wasting his time, nor giving her family any erroneous impressions. The American discovered that the girls who would go promenading with him unchaperoned weren't exactly known as "nice" back home. The discovery gave him no violent displeasure, it must be admitted, but it is responsible for his views on the women of France. You know what they are. After the French had known us for about two years and some of them had become convinced that our standards in America were different, they would have allowed their daughters with

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Our First Big International Air Race



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Under the auspices of these men—the members of the Contest Committee of the American Flying Club—the great international New York-Toronto round-trip handicap race was held recently. Those in the group (from left to right—sitting): Frank Vernon, Roy Conger, Clarence N. Vought, Col. Archie Miller, Col. Carmody, and Cole J. Younger.



© INTERNATIONAL

Colonel Archie Miller, commander of the aviation fields at Mineola, L. I., congratulates Lieut. M. J. Plumb, U. S. A. on being the first to finish the 1042 mile aerial sprint. The young officer, who was accompanied by his mechanic, Sgt. Ralph E. Kratz (in the center), negotiated the round trip in 560 minutes, actual flying time.



© INTERNATIONAL

Filling the tanks of the first arrival in Mineola from Toronto: Sgt. C. B. Coombs, who, using a DeHaviland 9A, made the one-way trip in 6 hours and 21 minutes.



© INTERNATIONAL

A famous one-armed British ace: Col. William Barker, victor over 52 enemy planes. The use of one arm he has lost; but he drove a German Fokker with one hand and brought the first aerial mail from Toronto. This feat, it is hoped will be the forerunner of a permanent aerial mail service between Toronto and various American cities.



Some of the planes which flew from Roosevelt Field in front of their hangars just before the start of the big event. The winners received \$10,000

in cash, donated by John McE. Bowman, in addition to many trophies and prizes offered by the American Flying Club and the Aero Club of Canada.

George Creel's Page

On this page Mr. Creel presents bi-weekly his views of public events, public men and social and political tendencies of the times. Quite often Mr. Creel's opinions may

differ widely from those of the editor of LESLIE'S, so by mutual consent he and the editor of LESLIE'S "disclaim all responsibility" for each other's expression of opinion.

THE youth of America—for we are only one hundred and forty-three years old, after all—is never so apparent as in our impatience and intolerances. When we want a thing we want it, and woe to those who commit the unforgivable crime of disappointment. Perhaps this has figured as an asset in our fight for success, and yet there is something very brutal about the quality, a certain definite unfairness that borders on coldblooded cruelty. Our climb to greatness is thick with the shattered reputations of men who dreamed splendidly and wrought hugely, yet, failing in the time or manner of delivery, were cast aside, while others came forward to reap the credit of vision, struggle and achievement.

Many Unfounded Charges

As a result of the aircraft "exposure" in the summer of 1918, every vat of abuse was emptied upon the heads of such men as Howard Coffin, Colonel Edward A. Deeds, Jesse G. Vincent, Sidney D. Waldon, Robert L. Montgomery, and various others. Not only was it assumed in speech and print that these aircraft heads had brought the whole program to wreck and ruin, but there were also ugly charges of graft in connection with the expenditure of millions and the letting of contracts. To be sure, the report of Judge Charles E. Hughes, rendered after five months of painstaking investigation, established the utter baselessness of every charge affecting the honor of the men. The stain of failure still remained, however, and still lingers in the public mind as a definite offense, vague only in detail.

Nothing is more true, nevertheless, than that these men were the real miracle workers, overcoming tremendous obstacles, laboring with unequalled devotion and discharging a great task greatly. Recognition of their achievements is not only an act of justice but also a source of pride, for they were Americans, working for America and driven forward by the indomitable American spirit.

When we entered the war and turned to the building of aircraft it was much as though the Babylonians had been called upon suddenly to construct automobiles. The secretaries of belligerents had kept our automotive engineers from keeping abreast with the myriad changes and improvements, only one or two factories had any equipment for the new industry, few workers were familiar with the thousand and one delicate operations of plane manufacture, and the bulk of necessary material was all in the raw. It was not known that forty-five trained men were necessary to keep one plane in the air, that each plane had to have an extra engine as well as a multitude of spare parts, that flying fields constituted a problem all their own, and that the constant play of extraordinary inventive genius made junking a daily occupation.

Congress on a Spree

None of these considerations had any weight with the American people, however. We wanted to become the world's greatest airplane power over night, and that was all there was to it! The Joint Army and Navy Technical Board caught the spirit and announced that they must have 22,000 training and battle planes in twelve months, which, counting extra engines and spare parts, meant a total of 40,000 in one year. Twining vine leaves in its own hair, the Senate voted \$640,000,000 for aircraft production, and the spree was on.

Let it be remembered also that even the order for what amounted to 40,000 planes in one year did not appease the editorial and fireside experts. Such as these demanded that America must have fifty thousand planes in the air at one time, and Admiral Peary never became reconciled to any smaller figure. Many editors refused to admit any difference between airplanes and "flivvers," and grew querulous at the delay in turning out hourly batches.

Even to this day I marvel at the courage of the men who went up against that stone wall of expectation, and even more do I admire the superb enthusiasm, the invincible optimism, that never failed to illumine the darkest hours. Never a whine out of them, never a moment's pause to search for alibis, but always the insistence, "We can do it because it's just got to be done."

Howard Coffin was the man with vision enough to see down to the very heart of American genius and energy; Deeds, Waldon and Montgomery put solid foundations under the vision, Vincent and Hall conceived and built the Liberty motor—others aided tre-

mendously in detail and execution, but it is to the dynamic force and indomitable courage of these men that America's aircraft program was driven through from absurdity to success. Here, in brief, is the record of achievement:

On April 6, 1917, the United States had fifty-five training airplanes, of which only four were of use. And, as pointed out, we faced a problem as new and unknown as though it dropped from Mars.

In nineteen months we were able to display a machine built in America, of American materials, built by American labor, and of American design, of each of the types used on the battlefronts in Europe, and each of them as good as, if not better than, any other made anywhere else in the world.

In our nineteen months we did more than was done by any other belligerent nation in its first nineteen months. Our second year of war equaled England's record in her third.

We gave to the world its greatest airplane engine—the Liberty. We produced typical American machines that were acknowledged to be the superior of Europe's best.

The Allies, after three years of war, had developed only one machine gun that could be successfully synchronized to fire through a revolving airplane propeller. In twelve months we produced two, both susceptible to quantity production.

What We Did

We invented new airplane cameras, electric-heated clothing for aviators in high altitude work, also the oxygen mask, equipped with telephone connections that enabled the flyer to endure any altitude without losing speaking contact with his fellows.

We developed the military parachute to a degree of safety undreamed of by Europeans. During the entire war there was not a casualty due to parachute failure.

We developed in quantity the wireless airplane telephone that placed the flyer in easy and instant communication with his ground station and his commander in the air.

From July 24, 1917, when the appropriation was made, up to the time of the armistice, there were produced in the United States more than 8,000 training planes and more than 16,000 training engines.

Of De Havilland 4's, the observation and day bombing planes, 3,227 were completed and 1,885 shipped overseas for work at the front.

Of Liberty engines, 13,574 were completed, 4,435 shipped to the American Expeditionary Forces, and 1,025 delivered to the Allies.

We built and maintained thirty-four aviation fields, and our aviation training schools graduated 8,602 men from elementary courses and 4,028 from advanced courses. More than five thousand pilots and observers were sent overseas.

By orders placed in France and Italy at the outset of the war, for all of which we paid, and for many of which we furnished the materials, we received from these sources 3,800 service planes, in which we put American flyers.

At the time of the armistice the American air force on the firing line numbered forty-five squadrons with an equipment of 740 planes, and these squadrons played great parts in the battles of Château-Thierry, St. Mihiel and the Meuse-Argonne. We brought down 755 enemy planes in open combat.

In plain words, at the time of the armistice, after only nineteen months of effort, we had training planes, De Havilland 4's and Liberty engines in quantity production, and we were ready with the Lepere, a two-place fighting machine built around a Liberty engine, and held by the greatest experts in the world to be the last word in clean-cut perfection.

And it is this glorious record that fools have dared to shame!

The Difficulties Encountered

The story of it all reads like some fascinating romance, and ought to be put into school readers for the inspiration of children. First, there was the problem of the spruce and the fir that go into the wingbeams and other plane parts. In many cases stands of timber had to be surveyed and railroads built to connect them with mills. Special saws had to be designed, and experts trained in the selection and judging of logs. The usual processes of

seasoning were too slow, and new kiln processes had to be developed to dry out the lumber more quickly, and yet in such manner as to preserve its strength.

On top of everything labor troubles developed, and the whole production of spruce and fir was threatened with stoppage. Colonel Bruce P. Disque was materialized, and before he got through he had organized 75,000 lumbermen into the Loyal Legion of Loggers, every man pledged to give his best to the Government.

Castor oil was recognized as the one satisfactory lubricant for airplane motors. The supply was not sufficient, and we secured from Asia a quantity of castor beans large enough to seed one hundred thousand acres.

Some Big Problems

When we entered the war, it was supposed that the only possible fabric for covering the flying surfaces of a plane was linen. England, after promising to meet all our requirements from Ireland's supply of flax, fell down on the job. To meet the need, the Bureau of Standards developed a fabric of long fiber cotton that was even superior to linen. Over ten million yards was woven and delivered to the Government, which, put end to end, would have stretched from California to France.

Then there was the difficulty of "dope," a sort of varnish with which the cotton covering had to be filled in order to stretch it tight and give a smooth surface. We figured that our dope had to be made from acetone and its kindred products. But the world's supply of acetone was insufficient to meet the demand, and so it was that the Government had to enter into a partnership for the establishment of ten large factories for the production of acetone.

All the aeronautic experts of the world were convinced that mahogany was the one suitable wood for propellers. Our supply was scant, so we conducted experiments with walnut, oak, cherry and ash, and by improved seasoning processes, gained results as splendid as with mahogany.

Then there was the question of the engine. The slightest observation showed that the European engines were being scrapped with alarming regularity, owing to constant betterments. It would have been folly indeed to equip our factories for the production of machines that we knew would be out of date by the time we commenced to produce in quantity.

A Miracle of Speed

Colonel Deeds and his associates reached the decision that the thing for America to do was to produce an engine of her own that would be so far ahead of all others as to be safe from any danger of scrapping. Jesse G. Vincent and E. J. Hall, each in his own way, had been working on an engine, and the two were asked to give up their individual experiments and pool their inventive genius for the good of America. Mr. Hall and Mr. Vincent, with Colonel Deeds and Colonel Waldon beside them, set to work on May 29, 1917. As fast as the detail drawings were made they went at top speed to the twelve factories among which the work was divided. The greatest engineers in the country went over the plans in detail, practical production men were then called in, and even builders of the machine tools were called for counsel. As fast as the various parts were turned out they were rushed to the Packard company for assembling.

On July 14, 1917, the first 8-cylinder Liberty engine was delivered in Washington, and on August 25 the 12-cylinder Liberty passed its hard fifty-hour test successfully.

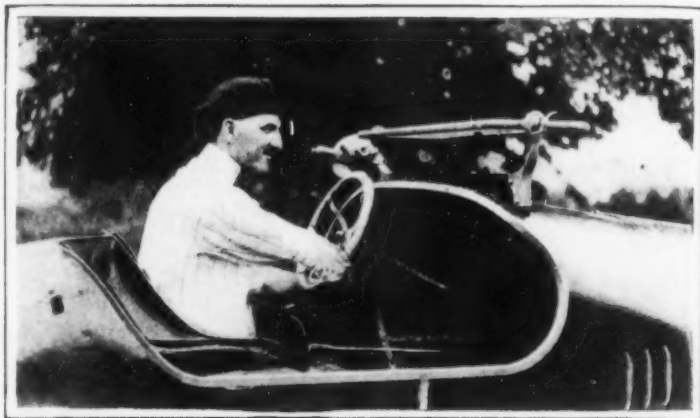
A good engine in six weeks and the best in the world in three months! and delivery in series began in five months! It stands as an achievement absolutely without parallel. The best ever done by any other country is a year.

And all this miracle discounted because "there was not speed enough." All the honest pride that might have been ours buried in querulousness because we were promised delivery on Thursday and did not get it until Saturday.

Glory to the Master Optimists! They talked big because they were thinking big. They promised impossibilities because they were achieving impossibilities. And if they failed to do all that they pledged themselves to do, they came so near to it that they established records for the rest of the world to shoot at.

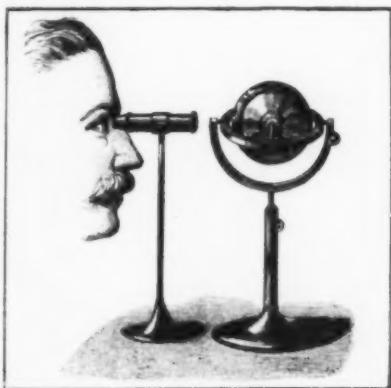
Odd Facts in the World of Science

Edited by HERWARD CARRINGTON, Ph. D.



One-Armed, Legless Man Drives a Car

SUPPOSE you had no legs and only your left arm, and wanted to drive an automobile. What would you do? Most men would give up in despair. A. W. Crumshaw, Alliance, Ohio, by his energy, ambition, and mechanical genius has overcome his handicap and has driven an automobile 130,000 miles. With ease and agility he can steer his car through the crowded streets of cities like Cleveland, or he can travel at sixty miles an hour. He won first prize in a forty-mile race recently at Ebensburg, Pa. His car is a Ford with a racer body. He placed sixteen overhead valves on one cylinder head in order to get more power and speed out of his machine. Crumshaw, in fact, devised all the apparatus which makes it possible for him to manipulate the automobile. The starter is attached to the steering post so that the sparker starts the engine. The emergency brake is on the outside of the tonneau within easy reach of his left hand; the clutch is attached to a rod likewise within control of the left hand. His right knee controls the brake, made possible by means of an extension rod. This is Crumshaw's third automobile. The first he made himself. It was about the size of the boy's express wagon, but he added a motor and apparatus so that it became a real car. Crumshaw makes his living by running a news and tobacco stand near the Pennsylvania Station in Alliance. His geniality and energy have won him a large business, and he expects to pay income tax next year.



Seeing the Earth Revolve

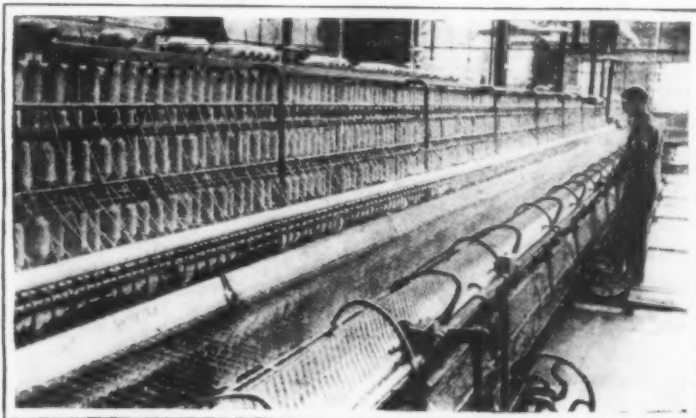
ALL spinning bodies tend to point to the pole star, and will remain perfectly stationary once they have acquired this position. If a gyroscope be spun, and if fine lines are traced on a stationary metal ring, surrounding the spinning gyroscope; and if you were to look at the ring through a microscope across the lens of which a fine grating has been drawn—the lines on the ring of the top will appear to travel across the lens of the microscope (this being observable owing to the correspondence of the lines on the lens of the

microscope and the lines on the ring surrounding the gyroscope). In reality this is not the case; it is an illusion. The truth is that the microscope, the observer, the room, and the whole world is slowly moving about the top—the axis of which remains stationary; so that, by this means, it is possible for someone, in a dark room, completely shut-out from the daylight, to see with his own eyes the revolution of the earth! The illustration will make the method of observation plain. This is a simple experiment which anyone can try.



Electric Light Used at the Bottom of the Ocean

ONE of the many uses to which electric lights may be put is shown in the illustration, in which two divers are seen to be working at a great depth beneath the surface of the water, by means of an electric light. The light from the sun penetrates only a few feet below the surface, and from that point downward inky blackness forever prevails! By means of the electric light, however, it is now possible for divers to work at considerable depths in good light; and, as we know, motion pictures have been taken at considerable distances under the water. It is a remarkable fact that many deep-sea fishes are provided with lamps or lanterns, by means of which they light their way when traveling through the water!



The Marvels of the Cotton Industry

THE Lancashire cotton industry has given the world a machine capable of doing work formerly requiring 4,000 women, and with greater precision and accuracy. It is the "spinning mule," and has been said to have "brains," so marvelous are its possibilities. A single machine—such as the one shown in the accompanying illustration—has as many as thirteen hundred spindles, and is capable of spinning and winding four thousand miles of thread in one day.

Our illustration shows the "spinning mule," where the process of spinning goes forward. When the cotton fiber has been spun, it is called "yarn." The spools of yarn, called "cops," are taken from the spinning mule, and the thread is wound on bobbins, by a machine. The bobbins are arranged on long frames called "creels," and a "warping machine" takes all the threads from the bobbins and winds them side by side in regular order upon a roller. The threads of the warp are put into a bath of liquid-size to strengthen them, passing for this purpose through a "slashing machine." Then the warp threads pass over hot cylinders, which dry them. The warp—which is the foundation of the cloth into which the weft, or cross threads, will be woven, is taken to a "drawing-in frame," where a man passes the threads through a "guiding machine," ready for the "loom."



The "Jerboa"—the Kangaroo of the Rodents

HERE in an Arabian Jerboa, a curious creature, with legs like a kangaroo, and the top half of a body like a mouse or squirrel! It can at times hop over the ground with great speed, but usually crawls along—like the toad, when advancing upon its prey or when overcome with fear. Jerboas are found in Africa and in southwest Asia. Their diet is, strictly speaking, vegetarian—but some species will eat eggs and even birds; while one, the Afghan species, has mastered the secret of almost complete abstention from water, when in a state of freedom, though accepting liquid when captive.

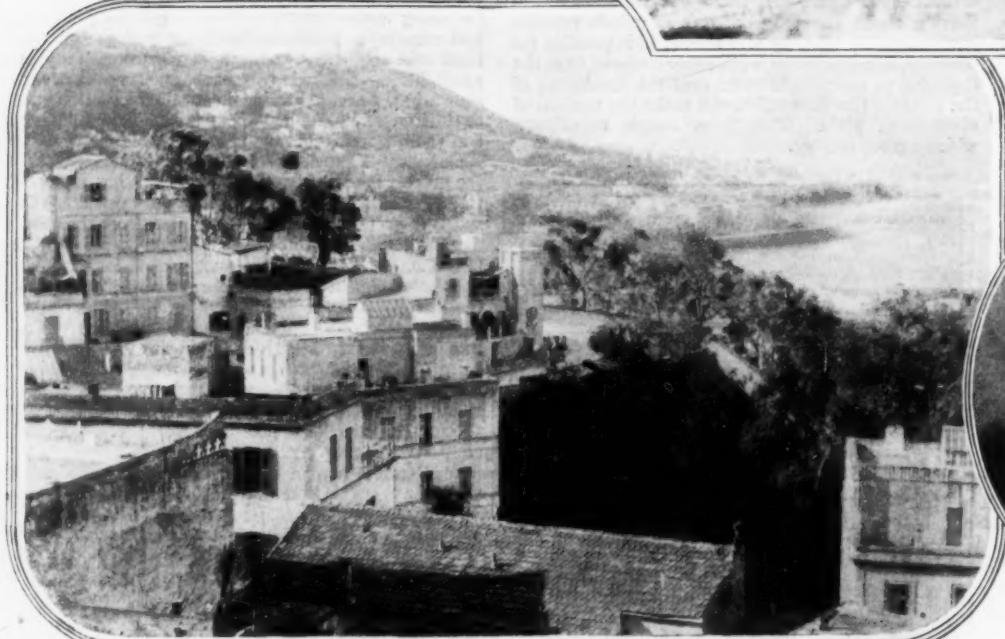
Under the Crescent—Glimpses



One of the most beautiful exceptions to the Mohammedan rule of the veil and the degraded woman it symbolizes. This Kabyle woman belongs to a race which was originally Christian.



The children are members of a sewing class in front of the school. They are dressed with foreign customs as they exchange their rags for dresses made by the school. The men are in an Arab second-hand shoe market at the market. The footwear is sold in the market. The footwear is sold in the market. The footwear is sold in the market.



Algiers, looking from the heights of El Biar across to the Mediterranean Sea. In spite of the distinctly Arabian quarters and customs, this city is as European a capital as Paris.



The white-veiled Algerian Arab as distinguished from the famous black-veiled woman of Tunisia.



An Arab water-carrier of Algiers. In the towns of North Africa people carry water in great stone jars from street outlets to their homes sometimes many blocks distant.



Arabs washing their clothes in the Civil Prison at Tunis. There are no wash-boards or soap-suds, and the concrete floor and cold water are used.



An Algerian woman in the sewing class. She is promised

lmses of North African Life



A street Arab of Algiers. This boy sleeps on the wharves and picks up whatever he can find to eat and wear. Notwithstanding the dirt and rags, he presents a very picturesque appearance.

front of the Mission at Constantine. This is their first contact for themselves at this school. The picturesquely garbed the Kasbar, the native quarter of Algiers. The discarded footwear the French through the city is carefully gathered and sold in this manner.



A government allotment of 30 cents a day meant emancipation to this Tunisian woman.



Over-ripe fruit brought into the port of Algiers is purchased at a very low price and sold in this manner by the Arabs throughout the poorer parts of the city.

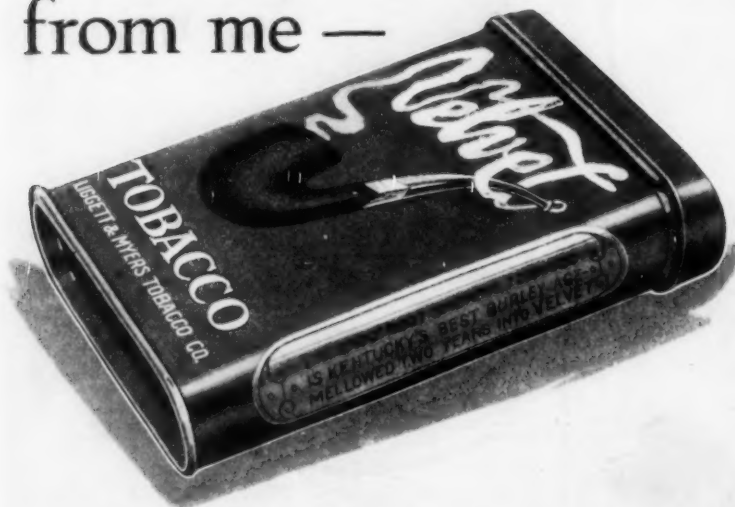


The consumptive ward of the Civil Prison at Tunis. Unlike our own method of housing prisoners, consumptive inmates are isolated in open air quarters.



One of the oldest of the Arab soldiers who has returned from France to Algiers to be demobilized. He also went through the Crimean war.

No one shall take them
from me —



I love my pipe and good old Velvet—

My comforters in adversity, my wise
counselors when problems vex.
Companions of my loneliness
and sharers of my happy hours.
Their friendliness has made me feel
more kindly toward my fellow men.
They have made this old world a better
place to live in.

I love my pipe and good old Velvet;
no one shall take them from me.

Velvet Joe

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Good Will, not Good Sense

By CHARLTON BATES STRAYER

SHOULD the action of the Senate Foreign Relations Committee in voting for the return of Shantung to China force Japan to announce its explicit terms the time and method of restoring to China her lost province, the committee action will be justified. It is exceedingly doubtful that this will be the case. The more probable outcome is that it will neither help China in the pursuit of her righteous claims nor dispossess Japan. Instead it will put a strain upon our relations with Japan, and may actually render more remote or improbable the return of Shantung to China. "The decision," comments the London *Daily News*, "says much more for the good will than the good sense of the committee." With the treaty and League ratified, should Japan fail to honor her promises, China could appeal to the League of Nations to use all its authority to bring her to terms. It was this oversight of the League of Nations, combined with inability to overcome British and French adherence to their secret pacts, which caused President Wilson to accept the Shantung settlement as the lesser of two evils. The *Paris Temps*, commenting on the suggestion of Thomas F. Millard to the Foreign Relations Committee that the United States make a special arrangement with Britain and France for China's protection, says there would be no objection on the part of France to such an agreement "for mutual aid where the territorial integrity of China or the principle of the open door is menaced."

Peril in Delaying Peace

Amendments to the Peace Treaty would send it back to another conference of the powers, and endless discussion which postpones action is almost as great a peril to the peace of the whole world. The Senate has sufficient information at this time on which to base either immediate ratification or rejection, and every Senator has made up his mind how he is going to vote on the treaty. Why then the delay? The President is not compelled to appoint a member of the Senate on the commission that negotiates a treaty or to communicate at all with the Senate during the process of negotiation. President Wilson, nevertheless, made a great mistake in not having the Senate represented on the Peace Commission, and in not naming some one also who really represented the Republican party. He would have had smoother sailing at Paris had he done so, and had he taken the Senate more into his confidence during the period of negotiation he would not now be losing sleep over possible rejection of the League of Nations. But why should the world be penalized because of lack of tactfulness on the part of the President? Because President Wilson blundered in dealing with the Senate is no justification for the Senate to blunder when the peace of mankind is at stake. The League of Nations is not perfect nor entirely satisfactory. Neither was the Federal Constitution at the time the States were asked to adopt it. It was adopted only upon condition that amendments be made later. Provision is made in the League covenant for its amendment. Since the enforcement of peace hinges upon making the League a going concern, why

not ratify now and make amendments later?

A Serious Outlook

Frank H. Simonds, one of the best-informed American writers of the war and European history and conditions, has been pointing out in various articles, since his recent return from Europe, the weaknesses and defects in the peace settlement, and the dangers that still lie ahead. He has little confidence in the League of Nations. The idea underlying it was that the nations and the peoples were so sick of war that they were willing to make all necessary sacrifices of national ambitions to bring about a new order. Mr. Simonds finds that the history of the Peace Conference proves that European powers never accepted this idea and that the League is therefore only a dream. He points out that the idea broke down with Britain when freedom of the seas was broached, that France had to be placated with an alliance when possession of German territory was not permitted, that Italy's claim still remains in deadlock, that the League principle failed absolutely in the matter of Shantung, and that the Rumanian, Greek, Polish and Southern Slav claims have involved the conference in a mess which it is unable to settle according to League principles. In other words, the ideals of the League of Nations are all right, but they meet defeat in the presence of nationalistic and selfish ambitions. Mr. Simonds is clear and incisive in his criticisms, but why doesn't he give something constructive when he tears down? As a student of history, Mr. Simonds knows that actual conditions have been improved only as the effort has been made to put ideals into practice. Can he suggest any better time than now to establish the new order, or any better vehicle than a League of Nations?

Another Treaty Blot

The Egyptians who went to Paris to plead against continuance of the British protectorate were not simply given the cold shoulder, their complaints not being heard, but they themselves were actually put under restraint. In 1914 England established a protectorate over Egypt under the exigencies of war, and promised the country it was only a step toward its independence. The treaty would fasten this protectorate permanently upon the nation. Former Governor Folk of Missouri, who has been engaged as chief counsel for the Egyptian Commission, asks, "Shall Egypt be handed over to Great Britain as spoils of war, in defiance of the League of Nations covenant and contrary to the principles on which we entered the war?" Senator McCormick of Illinois commented in the same strain upon the reports of a British treaty with Persia, which is tantamount to a protectorate. Declaring that Britain, France and Japan were seeking through the treaty to dominate other races, Senator McCormick pictured the uprisings that would be inevitable in China, India and Persia and said, "Then our young men must march by thousands to drive the invader back from the Yalu, the Ganges, the Tigris or the Euphrates."

The Little Brooks

All the Little Brooks are calling,
Where the dappled shade is falling
From the trees that droop and wonder
O'er their image, in the stream,
Where the ferns their tips are dipping
In the waves that go a-tripping
On the pebbles, shining under,
Shining through, with shimmering gleam!

Ah, the magic, and the wonder!
Through the city's clang and thunder
Sounds the chanting, kind and lady,
Of the Little Brooks afar;
And it glads the day with dreaming
By the sweetness of its seeming,
Like a benediction holy,
Sent from some untroubled star!

MINNIE LEONA UPTON

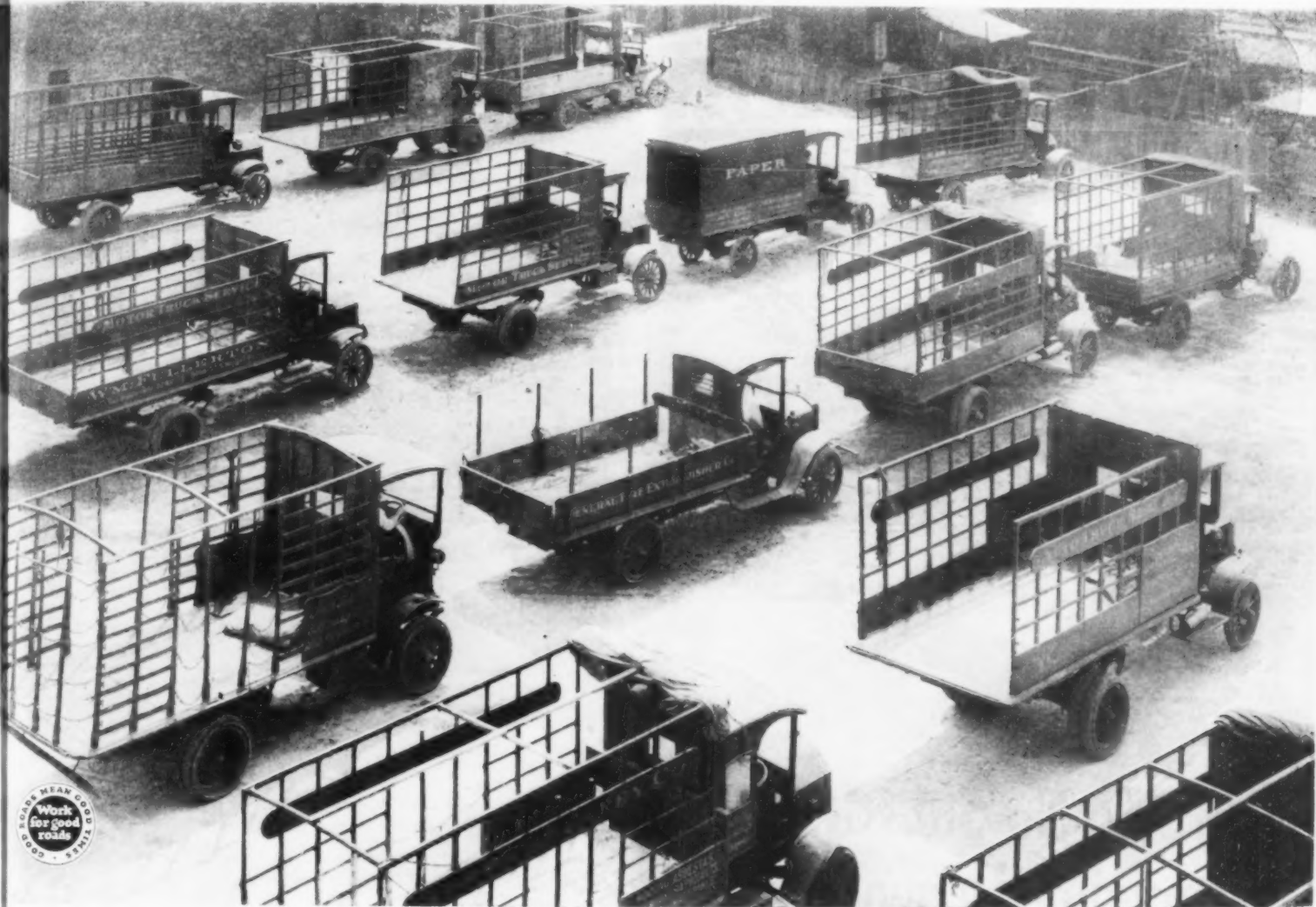
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A UPTON



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And their later mileages, recorded as they have matured during the last two and one-half years, have averaged 22,062 per tire, a figure decidedly impressive in this particular type of service.

For the Fullerton trucks are hard-working trucks and the

eighty Goodyear Solid Tires, required to equip them completely, must grind along all day under heavy cargoes of sheet steel, paper and other dead-weight materials while encountering car tracks, bad pavements and dangerous litter.

We talked about the eighty to Mr. Fullerton, who stated that part of the credit should go to a local Goodyear Truck Tire Service Station which made tire conservation practical despite the bad conditions frequently encountered.

So the story of the eighty Goodyear Solid Tires, and all previous Goodyear eighties, is not just a story of higher tire mileage and lower tire-mile cost but a story of tire quality and service that, combined, assure the permanency of these things.

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Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



A 5000-pound car, with passengers traveling in either direction over a road like this, transmits 54 horsepower through the rear tires to maintain a speed of 25 miles an hour. This constitutes a measure of tire work that should make the resident of a hilly country appreciate tire life that might not seem so remarkable over level roads in well-cleaved sections.

TIRES AND HILLS

A TIRE should be judged, not so much by the miles it has covered, as by the work it has been called upon to do. Ten thousand miles over smooth, level roads at a moderate speed may not represent as great tire service as three thousand miles of harder usage.

The load which a tire carries in proportion to its "air volume," or size, represents one measure of wear. Another relative measure is the kind of a road surface over which it is driven; while the manner in which the clutch, brake and steering wheel are used represents a third.

How many of us, however, ever realize that practically the entire power developed by the engine is transmitted through the rear tires in the attempt to separate the tread from the fabric, and that it is only the resistance to this attempted separation that "makes the car go." We may consider each rear tire as a wonderfully efficient belt transmitting the variable power from the wheels to the road.

The amount of power transmitted through the wheels to the road in order to maintain various speeds up different grades, therefore, constitutes a new measure of the work performed by a tire. But do not assume, in consequence, that the tires of the big 70- and 80-horsepower cars are subjected to more wear than those on the 30- and 40-horsepower machines. Much depends upon the type of travel, and under ordinary conditions of road and traffic, a maximum of 70 or 80 horsepower can be used scarcely 2% of the time. In fact, 8 horsepower at the rear wheels will move a 4,000-pound car at a rate of 30 miles an hour on a smooth, level, road—if we neglect the slight resistance offered by the rolling friction. Of course, rapid acceleration, or "pick-up," presupposes the use of great power, but only for such short periods as required to attain the speed desired.

It is hills which tell the story of tire wear, and it is only necessary to bring simple engineering mathematics to bear to discover that the resident of a hilly country subjects his tires to harder work, day in and day out, than the speed fiend of the level roads. It is difficult for the latter to average more than 40 miles per hour, and in so doing 20 horsepower is required to

force his car through the resistance of the air, with the top and windshield up. But let that same 4,000-pound car maintain this speed on a 5% grade (or a 5-foot rise for slightly more than every 100 traveled), and the horsepower required more than doubles, and becomes 41 for the same speed.

But 5% grades are down hill compared with some of the hills found in many sections of the country. The man living in a section where 15% grades abound uses 45 horsepower at his rear wheels every second of the time that he travels up them at 25 miles per hour—or nearly 10 times the power required to travel on the level at that speed. And if we consider the man who rushes a 30% grade (or a 30-foot rise for every 100 feet traveled), we find that his rear tires are called upon to transmit 82 horsepower in the case of a 4,000-pound car, or 43 horsepower if the car is half of that weight.

Even no relief is afforded the tires when the car is traveling down hill, for then the brakes must retard the speed, and the tearing action tending to separate the tread from the fabric is reversed. The power is absorbed by the brakes, but must first be transmitted from the road through the tires, and the latter, therefore, still act as a belt under these changed conditions.

In likening the rear tires of a car to a belt transmitting from 5 to 50 horsepower continuously, whenever the car is run, we must consider the more favorable conditions under which the latter operates. In the latter case the power is applied smoothly with no great variations, the pulley or flywheel surface over which it moves is polished smooth, and there are no stones, bumps, or ruts to cut the fabric. Verily, even the poorest tire appears as a marvel of scientific manufacturing skill when the abuse to which it is subjected is considered.

But after all, proper care and repair of the tire plays quite as important a part in securing long life, as does the topography of the country over which the car is used. Small holes in the tread which admit sand, mud and water soon cause separation from the fabric, and the covering will soon be flapping to the four winds.

Height of Miller Cord Tire

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On Guard at Washington

By OSWALD F. SCHUETTE

THE PRESIDENT OF THE UNITED STATES OF AMERICA, by The Honorable Woodrow Wilson, President of the United States, acting in his own name and by his own proper authority," heads the list of the Plenipotentiaries of the High Contracting Powers in the Preamble of the Treaty of Versailles. But his authority, once dictatorial and unassailable, is fading. The Congress that listened for six years to his lightest word now scarcely does him reverence. Six months of Paris have cost him his Congressional touch. He is a stranger in the domains of his own capital. The wizardry of his words is gone. Congress has resumed its abdicated legislative robes, and the lawmaking machinery of the Government grinds exceeding slow and exceeding fine—so slowly and so finely that the presidential decrees vanish in the mill.

The chief demonstration of the President's loss of power has come in the Senatorial treatment of the Peace Treaty and the League of Nations. But there have been others. Two vetoes from the White House Typewriter failed to save the Daylight Saving Law. The presidential plea for amnesty for light wines and beer fell on deaf, unheeding Congressional ears. His effort to pass the responsibility for another wage increase for the railroad workers to Congress failed similarly.

But over all towers his fiasco in the Treaty of Peace. All precedents went overboard when the Foreign Relations Committee of the Senate journeyed to the White House to listen to the executive explanations of the doings at Paris. It did not get very much. In fact when the legislators reassembled at the other end of Pennsylvania Avenue and tried to find out what they had found, they were a pretty muddled lot. By reading over the stenographic account of the session, published in the afternoon newspapers, they were able to discover several delightfully entangling explanations of the fact that the chief covenant of the League of Nations was morally and not legally binding—or was it legally and not morally?—and that the President had overruled all his expert and inexperienced advisers, including Secretary Lansing, on the Shantung question. But except for a choice collection of presidential language, they had wasted a good morning and part of the afternoon.

They had discovered some things, however. For instance, they found that the President had no knowledge, official, unofficial, or otherwise, until he had gone to Paris, of the secret treaties between France, Italy, Great Britain and Japan, which had been published in about every newspaper of two continents, for something like two years. We, who had the difficult task of writing for American newspapers as European correspondents during the war, knew all about these treaties in 1917, and some of us whose work was most closely censored had incriminating details away back in 1916. But the President of the United States had no such information. All of which gives point to the suggestion which Secretary Lansing made when he left Paris for Washington a couple of months ago. He was coming home to reorganize the State Department, so he said. Well, he has a fine job ahead of him. A good place to begin would be pretty near the top. For Mr. Lansing himself testified to an ignorance of world-important diplomatic information that almost equaled that of his chief. As far as his participation in the Versailles conference was concerned, it seems, from his own testimony before the Senate committee, to have been marked by almost unlimited lack of knowledge concerning what was done, or how. The committee did not think to ask him how his department could have remained in such blissful ignorance of world-known secret treaties throughout the gravest years of our

national history. That doubtless is a question which Mr. Lansing now will try to answer for himself as he goes through the motions of "reorganizing" his department and its associated diplomatic and consular staff.

Where were all our various ambassadors and ministers and consuls and intelligence officials generally throughout the war? As far as the great American public was concerned, it, of course, was helpless behind the veil of transatlantic censorship. But there has never been a suggestion that these ambassadors and ministers were similarly hampered. They might at least have cabled to the Department those momentous details of the world's history which the newspaper correspondents could not get through. Many of us turned over copies of our messages to our diplomatic representatives abroad that the State Department might at least have the knowledge which these diplomats seemed unable to secure. Much of this was translated bodily from European newspapers which these diplomats could not even read. That might be a good beginning for a re-vamping of our foreign service. Why not get rid of every diplomatic official who cannot read the language of the country to which he is accredited? The next thing would be to repeat the operation on every diplomat who submitted the information he ought to send to the State Department to the censorship of a foreign power.

It would be interesting to know where some of these diplomats were during the stirring events of 1916 and 1917 that reflected most immediately upon our participation in the war. When the secret treaties were printed in every capital of Europe where were our ambassadors and ministers? They were first printed in Sweden. Where was Ira Nelson Morris, minister plenipotentiary and envoy extraordinary to the throne of Sweden? Next they came to light in Switzerland. Where was Pleasant H. Stovall, similarly accredited to that republic? Where was Mr. Stovall, when the French forged President Wilson's message to the Pope and had the forged document published in the Swiss papers—an incident which has not yet been disclosed to the American people?

Everybody except President Wilson and Mr. Lansing seems to have known all about the secret treaties before these envoys went to Versailles. Such public-spirited men as could reach the ears of Messrs. Wilson and Lansing, to say nothing of Colonel House, even took the trouble of discussing the effect of these treaties at length with these gentlemen. But statesmanlike memories are frail and they probably were so far overtaken that all these things went for naught. Knowing nothing of these Old World treaties until he got to Paris, President Wilson probably found it easier to participate in what he had previously told the Senate and the House resulted in the application of "some uniform principle of justice or enlightened expediency" to settle the Old World's wrongs. It was the first time that an American President had made "justice" and "enlightened expediency" synonymous.

But the committee of Senators learned a lot more of things the President did not know. For instance, he said there had been no resumption of trade with Germany. Yet his own State Department had announced such a resumption officially and formally just a month before.

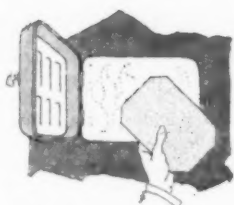
The thing that Washington has been trying to find out has been the real attitude of the country at large. But it has been able to secure only one answer: "Bring back our soldiers. Give us peace!" As a result, it seems likely that Congress will try to do what China did—declare the war ended, without ratifying a peace treaty. But to this President Wilson has announced his most vigorous opposition.



A number of home builders have written us of late asking us to point out the difference between Asbestos and Asphalt Shingles. There are probably many more who also want to know—hence this advertisement.

Having made both Asphalt and Asbestos Shingles, we are able to advise fairly—and to this point, that as between Asbestos Shingles and Asphalt Shingles—we recommend emphatically Johns-Manville Asbestos Shingles. We believe the tests below will bear out this judgment.

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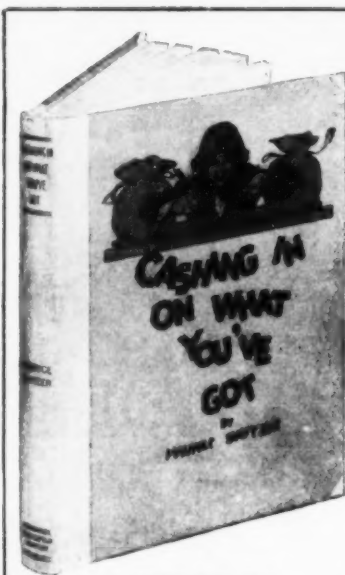
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Adventures in Serbia

Concluded from page 407

Salonique, July 17, 1919

Dear Andy: In the last ten days, we've sure done some traveling—the Lieutenant and I! The longest way round is the only way home these days. Wait till I tell you.

One thing this war has thoroughly done, and that is to wreck transportation. You take a map and look across from Ragusa to Salonique (everybody down here uses the French spelling of this town). The distance isn't much, but you've almost got to have wings on anything that takes the direct route. When we began to make inquiries about getting to Salonique, we were referred to the French military authorities. They were sending a tugboat to Corfu in a couple of days, and we were invited to go along. Maybe we could pick up some sort of vessel at Corfu to take us further. It was Hobson's choice, and to fill up the time the Lieutenant and I ran down the line to Cattaro and Risano.

In order to clear the foodstuffs out of the port of Ragusa into the interior of Bosnia and Herzegovina and over to the western edge of Serbia—that is, the stuff the Hoover program called for—required 12% of the total supply of locomotives on the system and 17% of all the cars that were fit for service. Reduced to other figures, it would take 10 engines and 155 cars out of a total supply of 160 engines and 500 cars. Some system, what? And what riled our friend was to see the military authorities grabbing his cars to transport prisoners of war back to their homes!

I don't think I need to tell you about that trip by tugboat to Corfu—thirty hours or so of sailing over a pleasant sea with the mountains of Albania over to our left. Two things I learned about Corfu: Kaiser Bill had a wonderful castle on the island, the most southern of his outposts of culture; and it was here that the starving remnants of the Serbian army were shipped at the end of 1915 and the beginning of 1916 to be fed, clothed and turned into a fighting force once more. There they told me were about seven thousand boys under the fighting age who were the survivors of thirty thousand. When the Germans, Austrians and Bulgarians squeezed the Serbian army out of the country and drove what was left across Montenegro and Albania to the sea, these boys were shoed out also. They crossed the border of Serbia, on the way to the sea, thirty thousand strong, without food. Fifteen thousand died of starvation and cold (it was November when they started from Mitrovitza) before they got across the mountains of Albania to Avlona and went into camp while waiting for ships to take them to Corfu. When the ships came, there were only nine thousand to take; and when the ships got to the island of Vido, where the refugee camp was, they landed only seven thousand. And then, because there were no beds, no nurses and not enough food at the camp, they began to die at the rate of a hundred a day. They say there was a special ship brought to the island just to carry away their bodies for burial in the sea; it steamed into the harbor every morning, and orderlies carried the bodies down on stretchers, from a pile that had accumulated during the last twenty-four hours, and dumped them on the deck. Then the ship steamed out to sea and the waters closed over those poor kids who had refused to stay and surrender to the Germans—the ship was named *St. Francis d'Assisi*.

What happened when the rebuilt Serbian army was allowed to advance against the Germans and Austrians in 1918, when the Boches were driven north clear across Serbia, somewhat made up for 1915 and 1916.

Wish you were along, old scout, to help me count the ties. Next time I write I'll let you know how many I make it.

DAVE.

Belgrade, August 1, 1919.

Dear Andy: You and I have been brought up in the railroad business, and one thing we thought we learned was that the good old parallel steels of a modern country are its vital arteries. Cut them, and life blood ceases to flow. Destroy them, and the country dies. Sounds logical, but—live and learn!

Old Serbia has just one main railroad running north and south and connecting the Danube River with the Aegean Sea, hooking up Belgrade with Salonique. It has some stubs, and there's another line that connects Monastir, which is just over the southern border of Serbia, with Salonique. But if ever a country had a main artery in the shape of a railroad, this is it. I've been over it; I've seen how the Boches and the Bulgarians hacked it to pieces—and by all the laws of the Erie and the Burlington old King Peter's realm ought to be breathing its last. It was a thorough job. But I sure didn't notice the dying gasps of Serbia; they tell me those birds have more lives than an old Tom's harem.

From Salonique to Uskub we went by train—about a hundred miles—and from that junction point a branch runs on to Mitrovitza, about seventy-five miles.

On the way from Uskub to Mitrovitza we passed over the plain of Kossovo, where something over five hundred years ago the Turks came from the East and drove the Serbs out after a battle that was the record for slaughter until this war. They call that plain the "Field of Blackbirds" to this day in memory of the great flocks of vultures that feasted there after the Turkish victory. The Serbs had only completed the job of recovering this part of the old kingdom from the Turks when Prince Ferdinand was killed at Sarajevo and the Austrians jumped them. They'd been fighting the Turks and the Bulgarians for two years; and what we saw was the aftermath and destruction. Some of the youngsters of the Serbian army today can hardly remember a state of peace; and you may take my word for it they're not all fed up with fighting yet. If any neighbor tries to hang anything on the Serbs on the theory that they are down and out, that neighbor is going to know there has been a fight!

Yet it sure does look on the surface as if the Bulgarians and the Boches made a thorough job of wrecking the country. I can speak with knowledge of the railroads. I don't remember a station that wasn't wrecked, a loading platform that had not been blown up with dynamite, a dinky culvert that had not been smashed. Rail joints at frequent intervals had been blown. All wire from the telegraph poles was missing, and station equipment was either taken away or smashed.

Nish, about halfway from the southern to the northern border, was the center of the Serbian system of railways. The shops were there, where 1,200 men used to be employed. The Bulgarians got at Nish, took all of the machinery out of the shops, then spent happy hours smashing the buildings. They didn't make a complete wreck of them—they lacked the German thoroughness—and the Serbs are trying now to round up machinery enough to set 75 men to work in the shells of shops that are standing.

Out of Nish we changed to a handcar, which is the only rolling stock that can pass over the line for the next 75 miles, until you get to Lopovo—which is a town, not a Russian dancier. We had Bulgarian prisoners most of the time to furnish motive power—and, boy, they sure split the breeze!

I hope you have a chance to read my report to the Colonel. It will be full of figures and things—long lists of what America might furnish, et cetera.

Good-bye

DAVE

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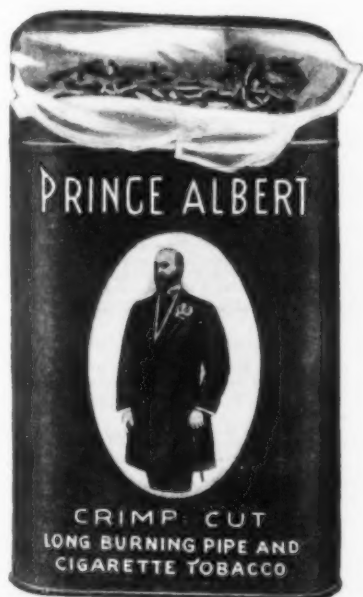
P. A. has such a joy'us way of making men glad about jimmy pipes!

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Concluded from page 405

wages were substantially increased all along the line. So long as these wages were kept within a proper ratio to the work done this was all to the good, and everything tended toward a better balanced state of affairs generally than had existed before.

But when the war ended, matters did not remain long in that healthy state; instead, labor leaders began putting on pressure here, there and everywhere, demanding higher wages, shorter hours, and reducing output to such an extent that sound-thinking people began to sense danger ahead. That was the stage where intelligent employers should have faced the issue fairly and squarely and had it out. Instead of that, and especially so in this country, employers generally took the line of least resistance and on the basis of the huge business they were doing, selling their output at almost any price they cared to ask, they acceded to the repeated demands of the workers, whether these demands were well based or not, simultaneously marking up the price of their product to the extent of the concessions made.

This is the real and true basis of the present high cost of living. I do not wish to be considered critical, but I don't mind telling you that it seems to me to be utterly foolish to tackle the high cost of living problem from the top instead of the bottom, as they are starting to do now. There may be, and probably there is, considerable retail profiteering, but the root basis of the whole thing is the disproportion which now exists between wages and production in every part of the United States.

The result of this general flabbiness on the part of employers in dealing with the labor situation in its earliest stages has been, not only to deliberately create a very high cost of living in all directions, but even worse than that, it has strengthened the power of a very small, and economically quite unsound, group of new labor leaders who are now in complete control of the situation, and, unless I am greatly mistaken, growing in power every day. In the course of my trip I talked with quite a number of these new labor leaders and listened to their speeches in Seattle, Spokane and elsewhere. There is no doubt that their real aim is soviet government in this country. They frankly say so, and their literature, which is now flooding the country, proclaims it on every page. That they are getting recruits of a higher class than ever before is proved by the fact that conservative farm granges in the Northwestern States are being swept into the current, and that even the railway brotherhoods have joined the movement with the most extensive and extravagant demands ever made in behalf of labor in this or any other country.

Now, notwithstanding the absolute sway of this group of extremist leaders, I am sure that the great majority of straight-thinking workingmen throughout the country, many of them property owners themselves, have no sympathy with this wildcat rush toward some new state of things, and would welcome a chance to get back on the right track again. They realize that they are being led into trouble by a dangerous minority, and yet the fact is that they have no sane leadership to follow; their only leadership is that of the more than successful extremists who are waxing fat on the weakness of employers, who have preferred to let things drift rather than take a firm stand on the right and wrong of the situation in the early stages.

Now things have reached a stage where it is a clear case of the dog chasing his tail, the dog being high wages and the tail being the high cost of living. It is time for some

one to take the right lead toward putting matters straight.

That is why, my dear Sleicher, I started this letter by asking why it is that you thinking people with influential papers that have large circulations do not apply your intelligence, and your investigating and editorial powers, and your distributing machinery, and your great influence generally, to making people understand a few of the basic, fundamental facts which underlie this dangerous situation that exists today. What this country needs at once is a great national campaign of education. False leaders and unsound theories are prevailing because of an utter lack of leadership on the side of common sense.

These strikes that are taking place all over the country now are no longer strikes for higher wages, as a rule. Follow them up yourself, and see if they are. You will find that most of the demands made now are political demands pure and simple. You will also find that production is steadily falling off in most of the principal industries. These strikes, as a rule now, are tests of strength and nothing else. To my mind nothing could be more ominous and nothing could point more urgently toward the need for a full understanding of all the facts by the people generally than these sporadic demonstrations which are occurring all over the country right now.

Is it not time for the sound sense of the country to organize and stop all this dangerous business? If so, why do not you and all others in a similar position get together, make a systematic inquiry to satisfy yourselves that the situation is really dangerous—as I have come to believe since making this trip across the country and back—and then start out in earnest not to fight either Labor or Capital, but simply to make people understand whither they are drifting, what the elemental facts really are, and how the course should be shifted in order that national disaster in one form or another shall be averted.

You would, I believe, gain the approval and cooperation of the sound element in labor, and that means the great majority of workers throughout the country. This majority is dead against all forms of Bolshevism and I. W. W.-ism, and if you provide it with a clear statement of facts, and build for it a platform upon which it can stand with you and the rest of the patriotic element of the country, including the women (for don't forget that the home is threatened in this radical movement), you will be surprised how quickly you will gather about you an enormous element of strength, which will go far toward steadying and correcting the threatening situation that now exists. If you take this action, and I sincerely hope you will, don't forget that the starting point of the whole campaign is to make clear the greatest of all economic truths—and the one least understood today the world over—the truth of the fixed and absolute relationship which exists and must ever exist between wages and production. Get that one fact clearly understood by the working people themselves, and then a fair and equitable readjustment of the whole labor situation will be comparatively easy to bring about.

I will write you later about the other matters you speak of in your letter. In the meantime, take a run out to the Pacific Coast and back, such as I took, and see if your feeling will not be, as mine is now, that a great national campaign of education to make people see straight and think straight is the most pressing need in the United States today.

Yours sincerely,
POMEROY BURTON.

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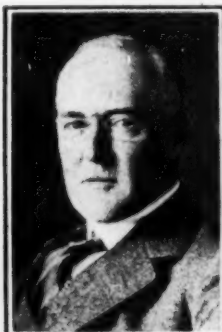
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Jasper's Hints to Money-Makers



OWEN D. YOUNG



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PROMOTERS OF TRADE WITH OTHER LANDS

A general committee of one hundred has been appointed to receive the semi-official commissions from Great Britain, France, Italy and Belgium at the International Trade Conference to be held at Atlantic City, N. J., the first week in October. The conference has been arranged by the Chamber of Commerce of the United States, and it will seek to overcome obstacles that lie in the way of building up American export trade. A. C. Bedford, Chairman of the Standard Oil Company of New Jersey, is the chairman of the conference's general committee, and among its members are Lewis E. Pierson, Chairman of the Irving National Bank, New York, and Owen D. Young, Vice-President, of the General Electric Company.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions, and in emergencies, to answers by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Full name and exact street address, or number of postoffice box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

THE war has upset the world. Millions of brave men are dead we know. They have been counted. They lie buried. The mangled we are nursing back to life. But the ruin and desolation of war must be paid for, and the bill is staggering.

The world is wondering "where it is at." Statesmen are puzzled, diplomats perplexed, and the people groping in the dark.

One thing is absolutely necessary. We must get our bearings. We must take an inventory. We must make a survey of the situation and then move forward, if a clear pathway can be found.

I was greatly interested in the "Mid-month Review of business, and survey of conditions in trade and industry" published by the Irving National Bank, Woolworth Building, New York, for general distribution. I wish my thoughtful readers would send for a copy. It might help them out of the wilderness.

We are, as everyone begins to recognize, at last brought, as the Review says, "to realization of the serious social and economic problems which must be settled before a return to normal levels and normal activities can be effected." It is true also, as the Review states, that "the ultimatum of the brotherhoods was a distinct shock to the country." But the President's plain-spoken words to the railroad men at the White House has brought a sense of relief.

It is possible that the worst may come, and that in their present unyielding temper the railroad men may fling defiance at the President and the Director-General of Railroads, but it is better that we should have the issue now and settle it than to prolong the doubt, uncertainty and distress.

It is only necessary that President Wilson should mean what he says and show that he means it, as President Cleveland did under similar circumstances, to bring

about the most hopeful assurances, and hasten legislation necessary to restore the railroads to their rightful owners under the protection of the Government. When this reconstructive work has been done, the country will feel a sense of relief.

President Wilson's warning words regarding the fatal error of expecting a decrease in the high cost of living concurrently with a continued increase in wages must have its effect on all our industries, including the steel and iron, in which, after a long period of repose, outside disturbers are strenuously trying to upset things.

Not since Cleveland's time has the prosperity of the country depended so much on what the man at the White House may do. To him the country looks with mingled feelings of hope and fear. Under such conditions the strength the stock market has shown is surprising. It affords the best evidence that underlying conditions are still believed to be sound. So far as these are based on the development of our natural resources and the strength of our financial system, they are justified.

Yet it is time for the exercise of caution. For this reason, experienced operators took their profit during the recent advance with an expectation that they would have an opportunity for re-investment at lower prices before a resumption of the market's strength.

Those who have bought and paid for securities at higher figures are inclined to hold them rather than to sell at a loss, in the belief that, as we have reached the crest of the high cost of living, we have also nearly reached the crest of the wave of unrest and the era of strikes and discontent.

There never was a time when courageous leadership was more greatly needed than at present. With such leadership assured

Continued on page 432

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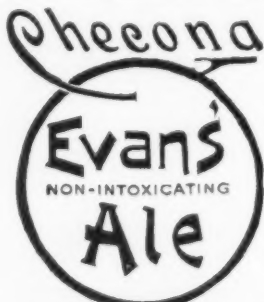
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Jasper's Hints to Money-Makers

Continued from page 430

the nation can be led out of the wilderness and prosperity, for years to come, be fully assured.

M., EMAUS, PA.: Any oil company that offers its stock at 10 a share is a ridiculous concern. Let Security Oil Company's stock severely alone.

W., OBERLIN, OHIO: On recessions divide your funds between Cosden and Sinclair. Both are promising.

A., BROOKLYN, N. Y.: It is usually well to take a material profit on any oil or other stock or on oil property.

B., PRINCETON, ILL.: If the bonds of our Government are not safe, then nothing is, for with a bankrupt government, business would be in chaos.

C., ALBION, MICH.: A boy of fourteen might better with his moderate savings buy a good \$100 bond on the partial payment plan.

L., SULLIVAN, N. Y.: On recessions such railroad stocks as U. P., So. Pacific, Atchison and C. C. & St. L. pfd. look like safe business men's purchases.

M., EAST ST. LOUIS, ILL.: It would be safer to divide your \$1,000, buying one or two shares each of Tidewater, Mid. Refining, and Anglo-American.

R., DENVER, COLO.: Atchison and Southern Pac. should not be sacrificed. The roads are among those most certain to survive any trouble that is likely to happen.

H., BUFFALO, N. Y.: Chino pays \$3 per year, Utah \$6, Cerro de Pasco \$4, Anaconda \$4, Kennecott \$2, Butte & Superior nothing, and Chile nothing. Cosden pays 50c a year.

S., SAN FRANCISCO, CALIF.: Commonwealth Petroleum is in strong hands, and is buying other going corporations. There is no likelihood of dividends for some time. Looks like a long pull.

S., LYNN, MASS.: As The Anglo-American Oil Co. is adding steadily to its surplus, it would seem well to hold your shares. In time there may be a melon cutting.

A., DALLAS, TEXAS: The 7% cumulative pfd. stock of the Dallas Power & Light Co. appears reasonably safe. Consult business men in your own town about it.

U., WELLSBORO, IOWA: Better strengthen your margin on Gaston, Williams & Wigmore than sell at a loss. Sapulpa Refining, paying 50c a year, is a fair purchase around \$7.50.

C., SHARON, PA.: The West Penn. Railways Co., is paying dividends on both classes of stock and added materially to its surplus in 1918. The pfd. looks like a desirable public utility security.

G., NEW YORK, N. Y.: The Booth Fisheries Co. is a going concern, but had to pass its dividend on common and issue additional pfd. stock. When business conditions improve the common may sell higher. It looks better to hold than to sell at a loss.

B., QUINCY, ILL.: The holdings of the Oklahoma Oil and Refining Co. are not extensive, and though dividends have been paid the stock is not so desirable as that of a stronger company. Sinclair looks like a better long pull than Oklahoma O. & R. or any of the cheaper oil stocks.

S., CAMP ZACHARY TAYLOR, KY.: It would be better to buy U. S. Steel preferred than the common, in view of the fear of labor difficulties which may prove more serious than we have suspected. First farm mortgage loans would be safer than Steel common, and I agree with you that you may buy Steel at lower figures within a year or two.

R., PITTSBURGH, PA.: This is not a time to sacrifice Midvale Steel or any fairly good stock, though I do not say that Midvale will not sell lower on the receding wave. A large short interest may give the bulls a chance, and they will be sure to take it. This will furnish you an opportunity to sell.

R., BROOKLYN, N. Y.: Utah Securities Corporation stock does not look attractive, even at present price, lower than your purchase figure. It is always better to buy a dividend-payer or a prospective one. The corporation's earnings do not encourage hope of dividends. Whenever you can dispose of the stock without loss, do so. Ren is more inviting.

M., BOLIVAR, N. Y.: It is worth while to even up on Anglo-American. You can now do so at an attractive price. Already the new pfd. stock of the Standard Oil Co. of N. J. is being dealt in, when issued, on the Curb, and quoted at about \$110. It is a gilt-edged security and you can safely invest \$1,000 in it.

A., BUFFALO, N. Y.: New York City bonds are free from all taxes except inheritance, and are legal investments for savings banks and trust funds. They yield at current prices from 4.4 to 4.4 per cent., equivalent to a yield of 6 to 10 per cent. from investments not tax-exempt. All these bonds are protected by a sinking fund. The city now holds nearly \$500,000,000 in its sinking funds.

P., SYRACUSE, N. Y.: New York Central R. R. 6 per cent. convertible gold debenture bonds are a desirable business man's investment. Amount outstanding \$100,000,000; denominations, \$100 to \$10,000; redeemable at \$110. They are direct obligations of the company, which is paying dividends, are listed on the N. Y. Stock Exchange and are quoted to yield about 6.15 per cent.

F., LEWISTON, ME.: The price fluctuations of American Sumatra have made it a source of anxiety to buyers on weak margins. The stock slumped lately because of the doubling of the amount of common stock and on rumors of falling off of earnings and reduction of dividend. U. P. & So. Pac., when prices touch bottom, will be desirable business men's investments—better than Sumatra.

R., INDIANA, PA.: The fear of labor troubles in

the iron industry is a handicap on the steel and iron stocks. Union Bag and Paper, around \$80 seems a better buy, or International Mercantile Marine preferred around \$112. In such a market you had better hold and sell on the next advance. In case of a further decline in market prices almost any of the leading dividend paying stocks would have speculative possibilities.

K., ST. LOUIS, MO.: St. L. & San. Fran. income bonds are rather too speculative. It would be more prudent to buy the first mortgage bonds or the pfd. stock of railroads which are in a stronger financial position. Many industrial stocks also are more inviting. The earnings of the N. O. T. & M. Railroad, in 1918 and from January to June this year show decreases that do not warrant expectation of dividends.

C., CALDWELL, N. J.: You could obtain a larger return on your savings bank deposit by investing in Liberty Loan 10-year third 4 1/4's, now selling at a price to yield about 4.05 per cent. These bonds are the safest possible and will some day reach par. Or you might buy 5 per cent. Federal Land Bank bonds, or good real estate or farm mortgage bonds some of which yield as much as 6 and 7 per cent., and which never fluctuate in price. The best preferred stocks are also attractive investments.

T., CHICAGO, ILL.: The first mortgage 7% gold bonds of the A. E. Staley Mfg. Co. look like an excellent business man's investment. The company is one of the largest manufacturers of starch products in the United States. Its plant is located at Decatur, Illinois. Average earnings for the past three years were about 6 1/2 times interest requirements on the bonds. The company will pay interest without deduction for normal Federal income tax up to 2%. The bonds are in denominations of \$100 to \$1,000. Quoted lately at prices to yield 6 1/2 to 7 1/2%, according to maturity.

L., MINNEAPOLIS, MINN.: Your plan for investing \$50,000 is not sufficiently diversified, and some of the securities you favor are too speculative. Here is a better and safer list: Bonds—Penn. general 5's, So. Pac. ref. 4's, U. P. first 4's and ref. 4's, N. Y. C. first 3 1/2's (all first-grade legal for New York savings banks and making a good yield); U. S. Steel 5's, U. S. Rubber 5's, Col. F. & I. 5's Int. Merc. Mar. 6's and American Smelting first 5's. Stocks—American Woolen pfd., Corn Products pfd., U. S. Steel pfd., U. P. pfd., U. S. Rubber first pfd., Willys-Overland pfd., Crucible Steel pfd., and American Locomotive pfd.

R., WASHINGTON, D. C.: As the Michigan Railroad Company is prospering, its 6 per cent. first mortgage 5 year gold bonds look like an excellent purchase. They are a direct first mortgage on the company's entire property. Earnings the past fiscal year were nearly twice the bond interest. The company credits 2 per cent. on the tax return and the bonds are tax exempt in Michigan. Price recently to yield about 6.35 per cent. The Rock Island Railroad has a fine property and its earnings are large. The 6 per cent. preferred stock dividend seems secure and it would be better to hold the shares than to sell, unless you have a profit.

SPECULATOR, BROOKLYN: The Coca Cola stock around 40 looks like a much better speculation than many of the other stocks selling around that price. Its earnings are so large that the promise of early dividends seems to be abundantly justified. I would not be surprised if this should prove to be a good speculation—much better than can be found in some of the oil, steel and industrial stocks selling at about the same price. If you make the exchange around 40, you will probably cover your loss in the iron stock. Sinclair Oil is in very strong hands now, entirely changing its outlook for a year ago. Dividends are not promised in the near future, but to the patient holder.

W., CHICAGO, ILL.: The Republican Congress has promised a reconstructive policy, and the first essential is to settle the railroad problem satisfactorily. It seems incredible that this will not be done, and yet on the Republican side there are radicals, though they are not in the majority. The Democratic minority might vote with these purely for partisan considerations and to put the present Congress in a hole. This seems unbelievable, however. The Plumb Plan would be confiscatory and would create a panic in railroad securities. The low-priced railroad stocks seem to be about as low as they should go, but the state of the market depends on the state of mind of the public, and any panicky shock would lead to a tumbling of the cheaper stocks, the railroads included. Rock Island, Ont. & Western, New Haven and Mo. Pac. seem to be the most attractive if conditions improve. O. & W. pays one per cent. and sells around 20. The New Haven paid over 40 for a controlling interest.

New York, September 6, 1919. JASPER

Free Booklets for Investors

The Northwest Trust & Savings Bank, Seattle, Washington, specializes in income tax, exempt bonds of the Pacific Northwest and invites application for its explanatory circular A-0619.

Selected 7% loans on improved Seattle property are dealt in by Joseph E. Thomas & Co., Inc., Third Ave. and Spring St., Seattle, Washington. The company will furnish its current loan list to any inquirer.

J. Frank Howell, member Consolidated Stock Exchange, 52 Broadway, New York, will send free on application his Special Letter "L.G." describing convertible bonds which have attractions for conservative investors.

Concluded on page 433

The ST FRANCIS

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Metropolitan in every respect, yet homes in its atmosphere.

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Very desirable for women traveling alone
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The France Our Soldiers Knew

Concluded from page 414

us unchaperoned if it were not for public opinion. I remember being allowed to walk home with a *jeune fille* unchaperoned from a nearby tennis court. The knowing smiles which that girl endured from passersby made me glad that mother came along next time.

To even begin to comprehend the French attitude on sex, one must check one's Anglo-Saxon standards at the door. To the French there is no sin in sex. If there were, they would be a sinful lot indeed, for they are swamped, inundated, engulfed in sex. In Paris one can not escape from it for five minutes. Around sex attraction revolve all French music, art and literature. In the theaters there is but one plot, with variations—some sufficiently startling to the foreigner. At the revues, which are about all the Americans ever see in Paris, the chorus young persons are usually clad in lots of nail polish and a luring smile. They aren't expected to be ladies and make no pretensions of being such.

You may ask why, if there is no sin in sex, the *jeune fille* is so carefully protected from the world. I've wondered myself,

and have come to the conclusion that it is a mere question of social depreciation. For when the *jeune fille* marries, the lid is off. As a married woman she is free to go where she pleases and when. She is expected to be sophisticated; to be unshockable except by bad taste. Whether she is or not, she always retains her poise. Under the French code if a woman is seen in public with a man she is either "madame" or should be. Consequently she is always addressed as such.

All French genius in its myriad forms goes into the glorification of sex, and because of their genius it all seems quite charming and natural—for them. To an Anglo-Saxon "*l'amour*" is not the bread, meat and wine of existence, and he gets pretty well fed up on it in Paris, unless indeed he doesn't become submerged himself. Paris has made the catering to each of the five senses a fine art. If such catering is wicked, as our Puritan ancestors would have had us believe, then Paris is a very wicked city. And Paris should worry!

In next week's issue the author will continue his illuminating comments.

Jasper's Hints to Money Makers

Concluded from page 132

By heeding information and suggestions found in the pages of the "Bache Review," the widely known financial weekly, many investors have greatly profited. Copies free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Bonds yielding 7%, secured by first mortgage on desirable income-producing real estate in leading Southern cities, and maturing serially in two to ten years, are offered by G. L. Miller & Co., 131 Hurt Bldg., Atlanta, Ga. The firm's booklet, "Miller Service," giving further details and also a list of current offerings will be mailed to any applicant.

There are many safe and attractive \$100 bonds in the market, and nobody is better prepared to supply them than the well-known house of John Moir & Co., specialists in odd lots, 61 Broadway, New York. This firm has on hand, or on its list, hundreds of bonds of this denomination. Send for its booklet "Baby Bonds," containing information of much value and interest.

A financial booklet that has reached its fourth edition and is still in demand must be of value to investors. Such is the case with "Questionnaire for Investors" published by S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago. It enables one to distinguish between sound and unsound investments. A copy may be had by writing to Straus & Co. for circular No. 1-003.

The strong and widely known house of Kidder, Peabody & Co., 115 Devonshire St., Boston, and 17 Wall St., New York, advises purchase and makes a specialty of United States Government bonds, and is prepared to buy or sell these in large or small lots. The company has prepared an interesting and helpful circular on investment securities which will be sent on request to any address.

The Cadet Hosiery Co. has been operating successfully for more than ten years, its earnings are 9% times pld. dividend and it is paying monthly dividends on common stock. The company's preferred stock may be had at a price to net 8%, with a bonus of 25% common. Particulars are given in Circular C. L. W., to be had of Farson, Son & Co., members N. Y. Stock Exchange, 115 Broadway, New York.

First mortgage bonds of \$500 and \$1,000, maturing in two to ten years, secured by a fourteen-story building in the business center of a large city, and yielding 6%, are offered by Peabody, Houghteling & Co., 10 South La Salle St., Chicago, Ill. The property cost nearly two and one half times the amount of the loan and earnings will be over three times the interest. For full particulars get the firm's circular No. 1035LW.

Owing to the good reputation it has acquired, the clientele of the Federal Bond & Mortgage Co., 10 E. Griswold St., Detroit, Mich., is expanding steadily. The company makes a specialty of 6% first mortgage bonds, well secured on valuable property. A complete explanation of its offerings and methods appears in its booklet "Questions and Answers on Bond Investment," which may be had by any interested investor.

The future values of stocks and bonds can not accurately be forecast without a thorough understanding of fundamental facts and conditions. Expert reasoning on the stock market situation is contained in Babson's latest bulletin on "Investing for Profit." This is well worth reading, and will be supplied on request to any investor who writes for bulletin 2416 to Babson's Statistical Organization, Wellesley Hills, Mass., the largest organization of its kind in the world.

Two high-grade corporation bonds that may be

bought at a price to yield 7 1/2%, and others that will yield from 5 to 6 7/8%, are being distributed by the Bankers Mortgage Co., 521 W. Walnut St., Des Moines, Iowa, 112 W. Adams St., Chicago, and 512 Fifth Ave., New York. The securities are in denominations of \$100, \$500 and \$1,000, and may be obtained on the partial payment plan. The company will forward, on request for No. 6, descriptive circulars and a list of securities.

The National Bank of Commerce in New York, with a capital, surplus and undivided profits of over \$50,000,000, is one of the strongest financial institutions in this country. It is a vendor of world-wide credits. Its connections with financial institutions of other countries enables it to provide its customers with information of the highest value, essential to expansion of foreign trade. Manufacturers and other business men looking for international markets should get into close touch with the bank, which invites correspondence.

OUR NEXT PRESIDENT?

Answers from men and women voters requested
All answers regarded strictly confidential

In 1916 { I voted for }
 { or did not vote }

In 1920 I wish to vote for

Reader's Name

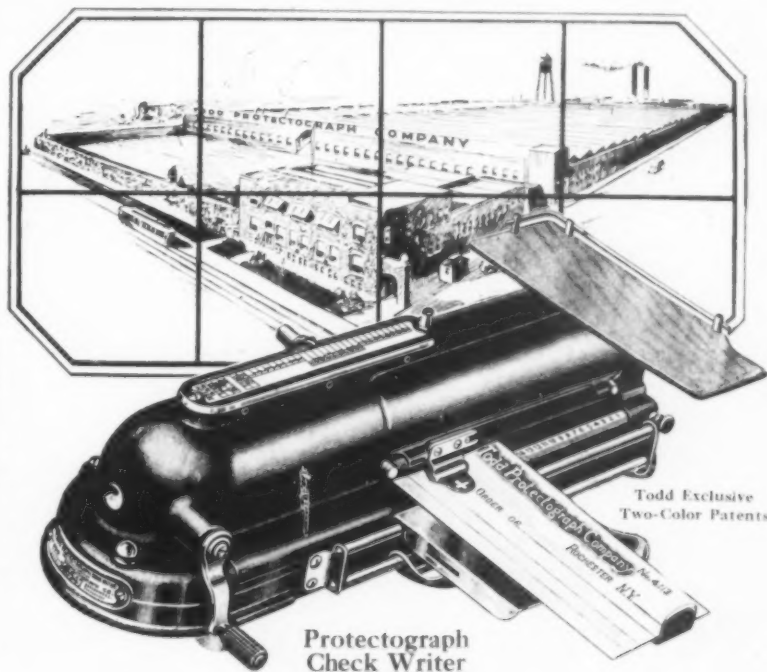
Address

Please cut out and mail to

EDITOR LESLIE'S WEEKLY
225 Fifth Avenue, New York

TOTAL VOTE TO AUGUST 27

GENERAL WOOD, 786; change from Wilson, 88.
PRESIDENT WILSON, 328; change from Hughes, 32.
CHARLES E. HUGHES, 168; change from Wilson, 16.
SENATOR JOHNSON, Calif., 215; change from Wilson, 59.
WILLIAM H. TAFT, 80; change from Wilson, 36.
SENATOR BORAH, Idaho, 42; change from Wilson, 10.
WILLIAM G. McADOO, 65; change from Wilson, 45.
GOVERNOR LOWDEN, Illinois, 60; change from Wilson, 10.
SENATOR HARDING, Ohio, 48; change from Wilson, 10.
GENERAL PERSHING, 26; change from Wilson, 8.
SENATOR SUTHERLAND, West Va., 50; change from Wilson, 17.
SENATOR LODGE, Mass., 26; change from Wilson, 5.
EUGENE V. DEBS, 28; change from Wilson, 11.
GOVERNOR COX, Ohio, 47; change from Wilson, 38.
MAYOR OLE HANSON, Seattle, 132; change from Wilson, 30.
Scattering votes for 42 others, 160; including all candidates receiving less than 20 votes each.



Todd Exclusive
Two-Color Patents

Protectograph
Check Writer
\$45—\$50—\$75
9 other models
and prices

The Plant Back of Your Protectograph Check Writer

When you invest in any piece of business machinery, it's well to know what guarantee you are getting, and what stands back of the guarantee.

This four-acre plant, with a million dollars' worth of manufacturing and laboratory equipment, plus twenty years of successful experience in safeguarding the world's checks, stands back of our guarantee that

TODD Protectograph System

provides complete protection.

This is the System backed by an iron-clad forgery insurance policy, issued under the rigid insurance laws of New York State. Todd pays the premium.

The Todd System consists of (a) PROTOD chemical-fibre. Forgery-proof checks and drafts, made to order for Todd users only, each check registered and safeguarded like Government bank notes —(b) these checks written with Todd Two-Color amount line in black and red by the Protectograph Check Writer, like this—

EXACTLY FIFTY ONE DOLLARS SIX CENTS

(New "Exactly" Speed-up Dial. "Shreds" the amount in the body of the check, exact to the penny. Denominations in Black, amount words in Red.)

A famous forger has written the "inside story," telling how easily millions are stolen yearly by check swindlers from the smaller business concerns that have not as yet adopted Todd protection. Mail this coupon with your letterhead for a copy.

TODD PROTECTOGRAPH CO.
(Established 1899)

World's Largest Makers of Checks and Check-Protecting Devices. Sales and Service Branches in 100 cities throughout the world.

1169 University Avenue, Rochester, N. Y.

"Scratcher" The Forger His Book

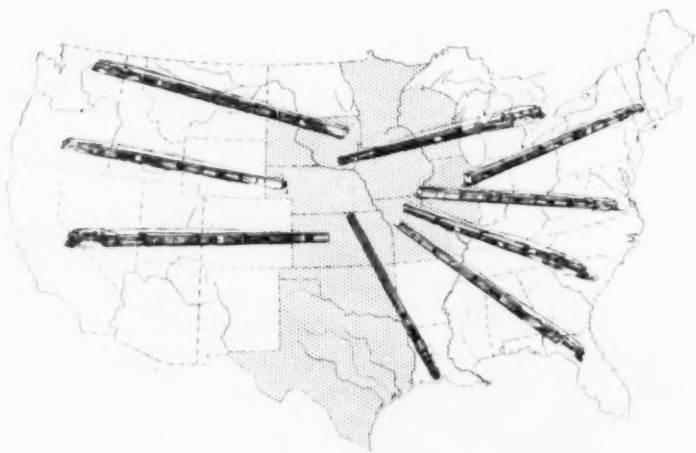
(Written in State Prison)

FREE, please send the "Scratcher" book by a famous forger, describing the temptations of unprotected checks.

Name

(enclose your business card or letter head)

TODD PROTECTOGRAPH CO. Rochester, N. Y.
LES 9-19



Running errands for the nation's butcher shops

Your juicy steak, national in its popularity, is far from being national in its origin.

Ten Mississippi valley states raise and feed much of the beef which you like so well.

The big herds of quality cattle are fattened in an even smaller area, known as the "corn belt." No feed has yet been discovered that is as cheap and fattening as this yellow grain.

This meat must be dressed, chilled and shipped many miles to the other 38 states. Whose job is it? Your local butcher cannot do it. If each butcher built a packing plant, there would be endless duplication and expense—making meat too high priced.

Time has proved that the dressing and distribution of meats on a large scale through centrally located plants is economical to the consumer and has given him a wider choice as to quality.

Local butchers have found that they can order any grade and weight, without waste, and suited exactly to their customer's desires.

Swift & Company is running this errand for the nation at a surprisingly small rate of pay. We receive only a fraction of a cent per pound profit on the meat we sell. The public saves money by such service.

Swift & Company, U. S. A.

Founded 1868

A nation-wide organization owned by more than 30,000 shareholders



Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Pictorial Digest of the World's News (Mexican page), p. 411. How difficult was this "invasion" of Mexico? What were the important details of the campaign as emphasized by the pictures? Do they seem to indicate that it was a dangerous undertaking? Why should a border affair of this sort be considered important? Follow the line of this invasion and compare it with the earlier invasions into Mexico by the Pershing expedition and the invasion of 1845. Is it fair to compare it with either of these? Why? How would the preparations for Taylor's invasion compare with those made on this occasion? (Note, for example, kind of troops, number, route, problem of supply, etc.)

London Cheers the Fighting Men of India, p. 413. Does this street scene differ at all from a street scene in an American city? Is there anything in the picture to suggest a foreign city? an English city? How large a city is London? What would you look for there? How does it compare in these respects with our own capital? How large a portion are these 1800 of the Indian troops serving in the war? Are these troops drawn from all India or only from certain parts? What is the population of India? the man-power? What obligations, if any, for service in the army does the government impose? What does the presence of these troops indicate as to the relations between England and India? What is the form of government? How do the relations between England and India compare with the relations between England and her other possessions? How was their attitude shown during the war? How has it been shown lately? Should the principle of self-determination be applied to India now that the war is over? What changes, if any, in the relations between India and England is the war likely to bring about? For a recent book of interest on the situation there see, Fisher's *India's Unrest* (Macmillan). One of the best books on India is Hunter, *Brief History of the Indian People*. (Oxford Press.)

Under the Crescent—Glimpses of North African Life, pp. 418-419. Which of these pictures is most interesting? Why? Which is the most significant?

Do these pictures indicate any special reason for our interesting ourselves in this part of the world? How large an area is represented as compared with your own State? Are these pictures any more significant now than before the war? Why? Sum up all the points about the land and country which they convey. What nation is primarily responsible for Algiers? What are some of the problems which they must solve as indicated here? Have the relations between countries and their colonies and dependencies been changed by the war? What new relation has the treaty of peace emphasized? What does it mean to us? Does it concern Africa in any way? For an interesting and suggestive discussion of changes here read Gibbins, *New Map of Africa* (Century). Our minister to China, Mr. Reinsch, has a study of *Colonial Administration* (Macmillan) which would well repay reading in connection with the general problem of caring for these backward countries.

Adventures in Serbia, p. 407. Would you expect to find many towns like Uranja in Serbia? Why? How does it seem to compare with an American town of the same size? (Note its population in the *Century Atlas*.) How necessary are the railways to the life and prosperity of Serbia? Note the location of this line from Belgrade, the cities along the route and the character of the country through which it passes. How serious is the problem of rebuilding these railways as indicated by the lower picture and the general character of the country? To what extent are we interested in this problem? Trace on a map the travels of "Dave," noting the length of time consumed on each lap of his journey. State the "reconstruction problem" as it seems to apply here.

Odd Facts in the World of Science, p. 417. Which of these odd facts has proved most useful to man? How? What are some of the scientific principles illustrated by these pictures? What branches of science are represented here, and how? How do these pictures illustrate the dependence of man upon science? What particular sciences, as indicated here? What scientific fact have you learned recently which might be illustrated by any of these pictures?

Guard Well the Constitution

Concluded from page 412

Under this theory what becomes of the rights of the individual? What becomes of the rights of the minority? We can best answer by looking to many similar efforts in the history of the past and by scanning the situation in some of our South American republics or in Mexico today, where the will of the majority is unquestioned, where individual liberty is set at naught, where individual rights count for nothing, where the rights of the minority are ruthlessly trampled under foot by the unscrupulous power of the maddened majority. In those countries the people follow men and not measures; they advocate leaders and not ideas; they crystallize their forces about persons and not parties; the brilliant leader of today will be overturned by the brilliant leader of tomorrow; the whimsey of this hour will be cast aside by the whimsey of the next hour, and stability, which springs alone from an unwavering adherence to fixed principles of government, stability which is absolutely

essential to progress and to prosperity and to peace and to power, stability among them is unknown.

I am aware that individual liberty has been abused in this land, and that fact is now made the justification for a change in our form of government. But the advocates of these policies are not seeking the right remedy. I do not entirely disagree with their diagnosis, but I am entirely at variance with the cure they prescribe. The proper course to prevent the ills of which they complain is not to break into the sphere on individual rights and transfer all the power of the individual to the community at large; that is not the remedy, for certainly they would inevitably produce a disease far more dangerous than the one they seek to cure. The real remedy is conscience; is morality; is honest treatment by every man of every other man; is for every man to recognize, and to be compelled to recognize, the sovereign rights of his fellowmen.

MALLORY

FINE HATS



JOHN H. MONTGOMERY, PHASE

NOTHING we could possibly say in this advertisement about the style and quality of Mallory Hats is anywhere near so important to the men who are going to buy their Fall hats this month as one single fact.

It is this—

Don't try to buy a cheap hat this Fall!

There has never been a time when it would pay so well to pay a little more and get a *good* hat.

A cheap hat has always been a gamble—but this Fall you might just as well

throw your money away as invest it in one.

Buy a Fall hat with a Mallory label in it—or some other label that you *know* stands for equal quality and style. And if it costs a little more than some piece of shoddy made by a hatter you never heard of, pay the difference—you'll be mighty glad later on.

Mallory Hats cost no more than other good ones. \$5, \$6 and up. Mallory Mello-Ease (light weight) \$7 and \$8. Mallory Velours are priced at \$12 and up.

The "Cravenelle" Finish gives an added protection against weather and is found only on Mallory Hats



The MALLORY HAT COMPANY, Inc., 234 Fifth Avenue, New York

Factory,
Danbury, Conn.

Look for this Trade Mark
in every Mallory Hat



Life Savers—Spare Tires for Flat Tastes

When you've got dust in your *in-take*, and your *trans-mission-case* is dry, you will find quick *lubrication* in

LIFE SAVERS

THE CANDY MINT WITH THE HOLE

PEP-O-MINT

WINT-O-GREEN

CL-O-VE

LIC-O-RICE

This quartet of flavors is hitting on all *four cylinders*. Your favorite is sure to give you a *quick spark* of enjoyment.

You can always tell genuine Life Savers by the hole. That is the *puncture-proof, non-skid* guarantee of just the right *mixture* of sugar and savor, crispness and flavor. All imi-

MINT PRODUCTS COMPANY
New York Montreal

tations take a *back seat*. If you're going to have a *blowout* at home tonight, a *rubber* of bridge or a smoke-fest, *steer* into any shop where confections are sold and take home a few packs of Life Savers.

